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12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

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WHISKIES
KING EDWARD VII.
LIQUOR GOLD LABEL
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SPECIAL WHITE LABEL
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E BLEND
VERY OLD LIQUEUR
SCOTCH WHISKY.
A. S. WATSON & CO.,
LIMITED.
WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS. [a1342]
CUTLER, PALMER
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"SPECIAL BLEND" WHISKY
A Blend
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Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.
Apply to
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PORTLAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
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General Managers.
Hongkong, 1st March, 1905. [a1412]

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FURNITURE STORE
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and POOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [222]

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. [165]

QUAN WAH & CO.
GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
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QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENT
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th January, 1905. [101]

SIEN TENG.
SURGEON DENTIST.
No. 10, D'ARVILLE STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903

DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
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THE AMERICAN SYSTEM
OF
DENTISTRY
Dr. M. H. CHAUN.
37, DES VUEX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [61]

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [52]

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IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH

RELEY'S, SCHULTZ'S, AMBERITE
and **KYNOK'S** SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 888G. AIR GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong 29th November, 1902. [100]

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DEVELOPING
AND PRINTING
GOOD WORK,
PROMPT
RETURN
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UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS

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Premises formerly occupied by Mr. F. BLANCH, Silk Lace Manufacturer,
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Hongkong, 15th August, 1904. [a39]

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CURE INDIGESTION AND ALL STOMACH AND
BOWEL TROUBLES.

SHERRILL FORD, N. C.
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W. H. COMSTOCK CO.
Gentlemen: I have used Dr. MORSE'S INDIAN ROOT PILLS for a case of dyspepsia
and indigestion of long standing, and about three-fourths of a box completely cured the trouble,
after several other popular remedies failed. I consider them worth their weight in gold.
Very truly,
D. E. WILSON.

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CHEMISTS AND DRUGGISTS,
AND
AERATED WATER MANUFACTURERS.
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AND
SAUMUR WINES
MIX EXCELLENTLY WITH AQUARIUS WATER.
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Hongkong, 4th July, 1905. [a37]

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BRANDY * * * * * For Case. \$22.50
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THE ABOVE EXCLUSIVELY SHIPPED TO
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ALL NEW GOODS IN STOCK.
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.
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A VERY LARGE STOCK OF FILLS,
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FURNITURE, CROCKERY, GLASS & PLATED WARE.
JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS,
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ESTABLISHED 55 YEARS.
LANE, CRAWFORD & CO., in order to meet an increasing demand for a REALLY
GOOD and RELIABLE PIANO of English manufacture at a MODERATE PRICE,
have entered into a contract with a leading Maker to supply them with such an Instrument.
THE PIANO HAS BEEN SPECIALLY MADE TO WITHSTAND THIS
CLIMATE and according to LANE, CRAWFORD & CO.'s design and suggestions, it has
the appearance and tone of an instrument worth double its value; has extended full metal frame,
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against insects
First shipment has now arrived in Ebonized, Mahogany, Dark Oak and Famed Oak cases.
PRICES \$300 \$425 \$450

LANE, CRAWFORD & CO.
Hongkong, 19th June, 1905. [a36]

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HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00
4 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the Soda."
Try HAIG & HAIG'S WHISKIES: pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
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F. BLACKHEAD & Co.

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DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS
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JAS. W. OSBORNE, PROPRIETOR AND MANAGER. [138]

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C. C. C. WHISKY.
Price ... \$10 Per Dozen.
Sole Agent—
KWAN TTE.
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Hongkong, 12th April, 1905. [939]

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Lining accommodation for 300 persons.
131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel
Residents.
Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
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Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 10th June 1902. [a1061]

CONNAUGHT HOTEL.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Laundry Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a145]

CARLTON HOUSE
HOTELS.
No. 8 & 10, ICE HOUSE ROAD.
THESE premises, formerly known as the
Club Entrance and the Waterloo Hotel,
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
Apply to—
THE MANAGER.
Hongkong, 7th October, 1904. [94]

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SHAMEN—CANTON.
On the British Concession.

MACAO HOTEL.
MACAO, CHINA.
In the Centre of the Praya Grande.

Both Hotels under experienced European
Management.
Every Comfort and Convenience for Residents
and Tourists.

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
city of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. Heungshan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply
THE MANAGER.

NOTICE:
GEO. FENWICK & CO., LD.

ENGINEERS AND SHIPBUILDERS
THIS Old Established Firm especially
Caters for Ship and Engine Repairing.
The Works may be reached in 10 minutes from
Blake Pier by Ricksha or Electric Tram.
Launches will call alongside vessels in the
harbour flying the Call Flag E.
Telephone 142.
Hongkong, 2nd January, 1905. [133]

INTIMATION

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PERFUMERS, &c.WATSON'S
PRICKLY HEAT
LOTIONA RELIABLE AND EFFICACIOUS
REMEDY.

Immediately relieves the irritation.

WATSON'S
HOUSEHOLD
AMMONIAFOR THE BATH, TOILET AND
HOUSEHOLD.Promotes a healthy action of the skin, counter-
acts all effects of perspiration, and is as
refreshing and invigorating to the system
as a Turkish Bath.WATSON'S
CARBOLIC
SOAPSRECOMMENDED BY THE MEDICAL
PROFESSION.A. S. WATSON & CO.
LIMITED.CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE
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ALEXANDRA BUILDINGS.NOTICE TO CORRESPONDENTS
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Correspondents must forward their names and ad-
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J.O. Box 33. Telephone No. 12HONGKONG OFFICE: 14, DES VUE ROAD, CH
LONDON OFFICE: 131, FLEET STREET, E.C.BIRTH.
On 3rd July, the wife of J. R. HARRISON, Im-
perial Maritime Customs, of a son.
MARRIAGES.
On 30th June, at Shanghai, JAMES MOORE to
MARY EVERARD.
On 1st July, at Shanghai, WILLIAM LEONARD
THOMPSON to MARY JANE GIBSON.
On 1st July, at Shanghai, WALTER EMMETT
WOLFE to GEORGINA BOWEN.
On 6th July, at Shanghai, GEORGE MICHAEL
BILLINGS, R.A., to NELLIE ROSA SCOTT, of a son.
On 6th July, at Eschwege, Holland (by Proxy),
JAN HAMMING, of Shanghai, to CHRISTINE
HAYWARD, of Eschwege.
DEATH.
On 3rd July, at Mohamshan, DORIS, infant
daughter of FRANK and CAROLINE TH. RAWLINSON.

The Daily Press.

HONGKONG, JULY 11TH, 1905.

It is by no means easy to follow the
momentary trend of affairs in Europe; but
there seems no reason to doubt that on the
whole it is more peaceful than we should
have been disposed to view it but a few
weeks ago. A good deal of this improved
tendency is, no doubt, to be attributed to
the cautious behaviour of France with
regard to German action in Morocco, but a
good deal still is due to a clearer under-
standing of the exact position of affairs
generally. England itself not very long
ago, it may be remembered, was not alto-
gether at one with France on the subject of
Morocco, and it was only after a very full
and confidential discussion on the policy
being pursued by the latter that England
was able to announce her satisfaction and
her willingness to support the policy of her
ally. It may be that Germany fancied that
she had more grounds for her distrust than
afterwards turned out to be the case; and
in this case the willingness of France
to enter into a calm discussion has
possibly opened the way to a better
understanding all round. One other

subject which has certainly had its effect
in conducting to the present situation
is also well worthy of note, and that
is the attitude taken up by Japan since
her recent naval victory. Both Russia and
Germany have been assiduously seeking to
misrepresent Japan. The KAISER, in his
early days painted his celebrated picture of
the Yellow Terror threatening the Cross of
Europe. It is difficult in after life to
eradicate early impressions, and both coun-
tries certainly anticipated that the first use
made by Japan of her victory would be to
proclaim from the housetops her superior
prowess over the nations of the other cul-
tivation. Japan has not shown the
slightest external indication of any desire
towards undue self-gloration. On the con-
trary her self-restraint has been as marked
as it has been wise, and the result has been
shown in the manner, dignified yet sym-
pathetic in which she received President
ROOSEVELT's suggestions of peace. Japan
really has no desire for war; it was forced
upon her against her will, as the only way
left of escaping national extinction. She
has shown that she has no fear of it; and
now that she has come out more successful
than she could have expected, she is also
ready to show that she is perfectly willing
to lay down arms, under the sole proviso
that the peace shall be permanent. Even
Continental Europe, with all its prejudices,
has had to acknowledge this, and this
change of sentiment has undoubtedly largely
contributed to the improved feeling in
Europe generally.

Still there are deep-seated causes which
may interrupt the seeming harmony. France
has apparently yielded under conditions to
the KAISER's desire for a conference, and
naturally the United States and Austria
are quite willing to assist in a discussion
which, acknowledging their position, would
yet entail no responsibility on either. En-
gland, however, here stands in a very differ-
ent position. Actually, she has larger
interests in and about the Straits of Gibral-
tar than any of the other Powers; and in con-
sequence, she definitely declined to take
part in discussions which might place her
in a wrong position as regarded her neigh-
bours. It is quite true that she as ardently
as the others would hail an understanding
which would bring Morocco under civilising
influences; and if the Conference were to be
confined to the discussion of this, and topics
immediately thence arising, she would cer-
tainly be found a consenting party. But an
International Conference is one of those
dangerous machines which if once called
into action is difficult to control, and is apt
to diverge into paths far removed from its
original intention. Germany tells us now
that the idea of the Conference was not of
her raising, but proceeded from the Sultan
of Morocco, and that "therefore" she could
not name its limits. As Germany has at
least made herself responsible for its public
appearance, this seems rather trifling, so
that the difficulty of the situation can
scarcely be looked upon as closed.

In like manner, however correct may have
been the conduct of Japan, the Eastern
difficulty is still very much to the front.
With the exception that she will demand
the retirement of Russia, and an indemnity
for the cost of the war, Japan has carefully
avoided making any commitments. She has
shown her sincerity by naming her FOREIGN
MINISTER as Plenipotentiary, and declaring
her readiness to send him to Washington
by the very first steamer. Russia likewise
has shown her readiness to enter into peace
negotiations, and has appointed in Count
MOURAVIEFF one of the most distinguished
of her statesmen. She also has wisely
refrained from compromising herself by
prior statements of her intentions. Each
champion is armed with full powers from
his Government to enter on the diplomatic
contest; and so far there is nothing seem-
ingly to stand in the way, and we may
expect in a few days, or weeks, to see the
lists thrown open. Here, however, the
equality of conditions ends. There is no
doubt of the complete inability of the Japanese
Government to enforce on the country the
stipulations of any treaty arrived at. If
there be one thing above the other made
apparent by the war, it is the complete unity
of purpose between government and
country, which has made success not only
possible, but almost inevitable. On
the other hand in Russia the progress of
events during the last twelve months has
shown the complete divergence, not only
between the nation at large and its govern-
ment, but the hopeless incapacity of the
several departments of state to unite in any
common policy. This divergence is funda-
mental, not accidental, and shows itself
equally in the Palace, in the Army, the
Navy, and the Civil Government. The

government of Russia is theoretically an
autocracy, but autocracy has its limits,
beyond which autocracy is impossible, and
Russia in her recent expansion has already
exceeded those limits. This is well shown
in recent history: the capture of Khotan
by General KAUFFMANN was in equal
contumacy of the direct orders of the Tsar;
and it was the starting point for still
further advances eastwards. The massacre
at Violeschensk was never inspired
from St. Petersburg, and the appointment
by the Tsar of Admiral ALEXIEFF to the
practical Satrapy of the Far East was of
itself a sufficient acknowledgement that
autocracy had failed. Russia has made, in
fact, the inevitable step from autocracy
to satrapy. Admiral ROZHDZHESTVENSKY,
sent to the East by the Tsar's personal
order to retrieve the military honour of
Russia, declined to discuss even with his
Imperial Master his plans, and seriously
compromised the alliance with France. His
subordinates adopted similar methods in
dealing with him, and the result was the
battle of Tsushima. Nor is autocracy less
of a failure at home. The Tsar gives his
word of honour to the workmen presenting
a petition, but he has spoken without his
host, and his officers promptly imprisoned
the very men whose safety had been guaran-
teed. The Black Sea fleet is in open
mutiny. The Army seems ready to follow,
and only the Cossacks are to be depended
on; and they are at feud with the rest of
the nation. Russia, in fact, as we stated a
short time ago, is not in a position to make
peace.

It is certain that Japan will demand an
indemnity as some compensation for the
cost of the war; but Russia has no money,
and what is worse, no credit. Of late she
has been dependent on the generosity of her
neighbours, France and Germany, but that
is already almost exhausted. Will she
give a territorial guarantee? Other
nations will look on with jealousy, or at
least forbid it. Russia is already pledged.
Count MOURAVIEFF may agree to move out
of Manchuria; but will the generals in
command after the precedent of Khokan
they the stipulation? Count MOURAVIEFF
the Tsar himself, may agree to surrender
Vladivostok; but General LINNIEVICH may
conceive that he understands better the
position. So with every possible stipulation.
Each department in the administration
holds itself independent of the others; the
Home Office looks askance on the Admiralty;
both on the Foreign Office. Why should
they submit to the dictates of the other?
The Tsar has long been a negligible
quantity with all; yet he is the only possible
bond of union between them.

These facts are well known, yet it has
been the practice to ignore them; but
unfortunately they will crop up at the most
inconvenient moment. They must, however,
come to the front in the discussions at
Washington; so that however calm may be
the present European political landscape,
there is a small cloud on the Eastern
horizon which may yet baffle the best laid
schemes of the peacemakers.

A World Federation of Chinese Students is
being organised at Shanghai.

A reference in the N.C. Daily News seems
to indicate that the report of the wreck of
Baron Kriegerstein's despatch boat *Cecile* off
Saghalien was without foundation.

On Mr. Rockhill's representations, the
Chinese Emperor has ordered that all matters
connected with China's Exclusion are to be
left to the Government, and the people are not
to interfere with them in any way.

It appears that a shareholder referred to the
directors of S. C. Farnham Boyd & Co. as
puppets of Mr. Twentymann. When the news
reached Tientsin, it appeared that the directors
were "Twentyman's puppets."

The N.C. Daily News had the following note
on July 4th:—"Although he had been so short a
time in Shanghai, Mr. A. G. Ward, the organist
of Holy Trinity Cathedral, has already made
many friends here, who have learnt with the
greatest concern of the serious attack of typhoid
fever which is keeping him in the Nursing
Home." Mr. Ward died four days afterwards.

The Russian garrison in Saghalien, just dis-
possessed by the Japanese, according to the Daily Press
telegram, consisted of some six battalions at
Korakovsky and ten battalions at Alex-
androvsk, in addition to a number of Volun-
teer troops at other points. It is stated that
mines were laid along these portions of the
coast where the landing of troops is practicable.

The magnitude of the damage occasioned by
the recent storm in Formosa has now become
known. A Taipei dispatch says that investiga-
tions made on the 23rd instant show that 3,643
dwellings were completely and 3,552 partially
ruined, while 2,739 were flooded and sixteen
wrecked. Ten ships were sunk, 117 boats
were wrecked and 14 were driven from their
moorings. In addition, twelve lives were lost,
and thirteen persons are missing.

The week's plague return (to 8th July)
records 21 cases and 21 deaths. To noon
yesterday there had been four more, all fatal.
The total is 238 cases, with 214 fatalities.

The tug *Robert K.* reached Manila on the
6th instant, from Shanghai, after fighting four
days with the typhoon. She returned the
salvage crews from the *Reina Cristina* and
the *Mandanao*.

The Chinese students at Fochow College
gave their American principal "a warm time"
of heckling until he undertook to forward a
protest against the American Exclusion Act.
Consul Gracey tried to argue that the Great
Wall of China was an "exclusion act," but the
boys pointed out that there was no resemblance.

Return of visitors to the City Hall Library
and Museum for the week ending the 9th
July, 1905.

	Library	Museum
Non-Chinese	249	83
Chinese	106	1,797
Total	355	1,880

By kind permission of Lieut.-Colonel Aitken
and Officers of the 119th Infantry, the band of
the Regiment will play the following pro-
gramme at the United Service Recreation Club,
Kowloon, to-day, commencing at 5 p.m. (weather
permitting):—

March	"Long Live the King"	Hume
Selection	"The Earl and Girl"	Caryll
Valp	"Blanc Neige"	Strauss
Overt	"Isabella"	Suppe
Rustic Dance	"In der Wäldchen"	Lange
Swiss 1. yll.	"Die Schweizer"	Lange
Fantasia	"Pelt Songs of Italy"	Rampazzotti
Finale	"Chère"	Applin

THE CANTON BANKS.

It appears to be true that from forty to forty-
five native Banks at Canton are closing their
doors, on account of unusually heavy losses.

The proposal that they should be registered,
with all their partners, directors, shareholders,
&c., is not favoured even under the present
depressing circumstances.

Chinese recognise that while such a measure
would afford protection to investors, it would at
the same time make the Government officials too
wise, and lead to all sorts of "squabbles."

COMPOSITION BY CHING HOP FIRM.

THE ARREST OF DEBTORS.

In connection with the case of the Ching
Hop firm, iron merchants (the case in which
the new Chief Justice has laid it down that a
debtor must not be arrested unless there be
evidence that he is about to abscond), we
understand that a composition has been arranged
by which the creditors receive thirty-three
per cent.

Compradores as well as European business
men are uttering expressions of regret that Sir
Francis Pigott should take so strict a view of
the law relating to the arrest of debtors.

THE SHANGHAI COTTON MILLS.

JAPANESE ENTERPRISE—A "MERGER"
PROPOSITION.
There is a rumour in Hongkong financial
circles this week of a rather startling develop-
ment at Shanghai.

It is to the effect that a Japanese syndicate
is beginning negotiations for the acquirement
of all the cotton mills at Shanghai.

While it is not clear how the thing is to be
done, by direct purchase, or by gradually
acquiring a controlling quantity of stock, the
rumour is received seriously by many interested.
It is understood that one well-known firm
will not listen to any proposals to sell; but it is
pointed out that they would be helpless if all
the others were in Japanese hands.

The Japanese already own at least one of the
Shanghai mills, and while the others were pay-
ing no dividends, the Japanese directors managed
to pay ten per cent. and to set aside fifteen per
cent.

The Hongkong mill was not mentioned; but
it will no doubt be sought after if all the others
are acquired.

SUDDEN DEATH.

Not long after eating a hearty breakfast
yesterday morning, when he seemed quite well,
Mr. E. Early, a chemist employed by Messrs.
A. S. Watson and Co., was found dead in his
bed. We understand there is to be a post
mortem examination this morning; and that
the funeral will take place in the afternoon.

Deceased, who was 32 years of age, was going
to England soon, his passage being already
booked. He was a prominent Freemason.

H. & S. BANK SUEB.

The Manila *Cebuensis* reports as follows:—
Francisco Reyes has brought suit against the
Hongkong and Shanghai Banking Corporation
for \$38,000 damages which, as the complainant
alleges, the corporation refused to allow him to
make use of in meeting certain drafts on Spain.
The case is of full interest to the business world
and the importance attached to it is evidenced
by the fact that the assistant chief manager of
the concern paid a visit to Manila some time
ago, in connection with the case. Senor Sierra,
attorney for Francisco Reyes, has just returned
from a visit to Hongkong with reference to the
affair.

Plaintiff prays for the payment of the above
named sum, the payment of legal interest
on the same, the cost of the suit, and such other
relief as to the court may seem just and equi-
table.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—
On the 10th at 11.55 a.m. The Barometer
has fallen in N.E. Japan, and is little changed
elsewhere.
Gradients continue slight, and light S.W. winds
may be expected in the Formosa Channel and
over the N. part of the China Sea.
Forecast:—Light S.W. winds; fine.

TELEGRAMS.

[REUTERS' SERVICE.]

THE RUSSIAN NAVAL MUTINY.

LONDON, 8th July.
The Black Sea squadron has been re-manned
and has arrived at Novorossisk. It is proceed-
ing south with orders to capture or destroy the
Kniaz Potemkin, which ship is now probably
making for Batoum, where the revolutionary
movement is strong.

One hundred and fifty of the crew of the
Prout who mutinied on the 5th instant, have
been imprisoned in the fortress of Sevastopol.

PRINCE ARISUGAWA IN ENGLAND.

LONDON, 8th July.
The Prince and Princess Arisugawa attended
a State Ball at Buckingham Palace yesterday
evening. A guard of honour of the Foot
Guards was posted in the quadrangle.

COLLISION OFF THE SHANGHAI
BUND.

The N.C. Daily News reports:—We have
repeatedly stated that the opium hulks off the
Bund are a danger to navigation, besides being
an eyesore, and if confirmation were needed,
this was given with very nearly serious results
yesterday afternoon. As the big Austrian
Lloyd steamer *China* was on her way down
river from the Changshing wharves, she
collided with a junk, near the *Wai Kwei*.
There was nothing to prevent the steamer
continuing, as the only damage done was that
a mast of the junk was carried overboard. These
in charge, however, thought otherwise, for they
at once let go the only anchor they had ready.
This fouled the flood moorings of the *Arid*,
dragging them a little, and the *China*, which
still had way on, drifted closer to the Bund,
and striking the bulk *Yuen-fah* midships, grazed
alongside, splintering the roof and shattering
the gangway platform, and carrying away part of
the cookhouse. After the impact the vessel drifted
away a little, and then began to swing in again.
Luckily at this moment Messrs. Hopkins, Dunn
and Co.'s powerful tug *Shun Fung* arrived on the
scene, and when the bulk and the steamer were
within an ace of collision managed to pull her
out, and saved the situation. Efforts were made
to get the anchor up, but it remained foul of
the moorings and eventually had to be abandoned.
The crew slipped the anchor cable very clumsily,
without reckoning the depth of the river, and
the consequence was that the buoy disappeared,
and no doubt divers will have to be employed to
recover the anchor. The *China* only sustained
slight damage, a few rivets on her bow being
sprung, and the letter "A" of her name broken.
The cable slipped; the *Shun Fung* towed the
China down to the lower reach without further
 mishap. The *China* is a steamer of 3,855 tons
net.

A FRENCH CARGO STEAMER.

For some time a conspicuous feature in the
river landscape at Shanghai has been the
steamer *El Kantara* swinging at the Messageries
Maritimes buoy. The *El Kantara* is one of six
large cargo steamers, recently constructed by
the company for the Far Eastern service and
this is her first call at Shanghai, where she
remains on this occasion rather more than a
fortnight. A representative of the N.C.
Daily News happened out to the vessel and
was hospitably received on board by Capt.
Lewentier and his officers, and shown round, on
July 6th.

Built primarily for cargo, the *El Kantara*
has a measurement of 10,350 cub. metres, or
will carry 7,500 tons D.W. For purposes of
hauling it, the vessel carries twenty-three
steam winches, one of which is capable of lifting
35 tons. The steamer is propelled by two triple
expansion, surface condensing engines and her
ordinary speed is ten knots, while she can make
thirteen knots if necessary. Like all the vessels
of the line, the *El Kantara* was built at the
company's own yards at La Ciotat.

Accommodation is provided on board for 42
first-class passengers, who are carried at fares
equivalent to those charged second-class on the
ordinary mail steamers. There are single and
double cabins, comfortably but not ostentatiously
fitted, and a large, but rather low-pitched dining
saloon. Fifty-two passengers could be carried
at equivalent to third-class fares. On the lower
decks there is stowage accommodation for 2,000
troops in eight large compartments. Adequate
hospital berthing is provided both for troops
and other passengers. The non-commissioned
officers have suitable accommodation in the
stern.

HONGKONG'S WATER SUPPLY.

LEVEL AND STORAGE OF WATER IN RESER-
VOIRS ON THE 1ST JULY.

	1904.	1905.
Tytam	15 ft. 11 in. 5 ft. 8 in.	15 ft. 11 in. 5 ft. 8 in.
Byewash	15 ft. 5 in. 11 ft. 11 in.	15 ft. 5 in. 11 ft. 11 in.
Pokfulam	0 ft. 1 in. 0 ft. 3 in.	0 ft. 1 in. 0 ft. 3 in.
Wongachung	0 ft. 1 in. 3 ft. 7 in.	0 ft. 1 in. 3 ft. 7 in.

STORAGE GALLONS.

	1904.	1905.
Tytam	263,300,000	338,780,000
Byewash	5,334,000	8,297,000
Pokfulam	66,000,000	65,370,000
Wongachung	30,450,000	25,819,000
Total	365,134,000	438,276,000

CONSUMPTION OF WATER IN THE CITY OF
VICTORIA AND HILL DISTRICT DURING
THE MONTH OF JUNE.

	1904.	1905.
Consumption	98,893,000	136,659,000 gallons
Estimated popu- lation	224,100	228,900
Consumption per head per day	13.2	19.9 gallons
Intermittent supply during the month of June, 1904.		
Constant supply during the month of June, 1905.		

CONSUMPTION OF WATER IN KOWLOON
PENINSULA DURING THE MONTH
OF JUNE.

	1904.	1905.
Consumption	14,418,000	20,356,000 gallons
Estimated popu- lation	68,300	73,950
Consumption per head per day	7.0	9.2 gallons

The Government Analyst reports that the
water is of excellent quality.
W. CHATHAM,
Water Authority.

THE WAR.

[BY COURTESY OF THE JAPANESE CONSUL.]

RUSSIANS RETIRING.

TOKYO, 10th July.
The official report of the Sakhalien land-
ing army states that our army occupied
Korsakov early on the morning of the 8th
inst., without much resistance. The Russians
burnt the town of Korsakov and retired to
the position near Solovka (about seven
miles north of Korsakov), where they again
attempted resistance but, being dislodged
by our pursuing force, retired towards
Vladimirovka, about 22 miles north of
Korsakov. In this engagement we captured
four guns and a quantity of ammunition.
No damage was sustained on our side.

LATER.

Admiral Kataoka reports that our
squadron arrived in Sakhalien waters at
daybreak on the 7th inst., and after the sea
clearing operations, our transports and a
part of our squadron approached the coast.
Our combined naval detachment landed,
and without resistance occupied positions as
previously determined. Thereupon a part
of our army also landed and relieved our
naval detachment. Meanwhile the enemy's
fort on the height south of Korsakov
opened fire at our ships which were
engaged in clearing the sea; but the
latter successfully effected the operations
as pre-arranged. No damage was sustained
by our squadron. On the early morning of
the 8th inst., three warships and two des-
truyers were despatched to assist the move-
ment of our army in occupying Korsakov;
but they found that Korsakov was already
occupied. At 2 p.m. our destroyers entered
Chibosa Bay, which was formerly called
Rusosai Bay, when the enemy opened a
vigorous fire with field guns, which, how-
ever, was finally silenced.

("N.C. Daily News" Service.)

THE CONDITIONS ON SAGHALIEN.

TOKYO, 4th July.
The garrison of Korsakov, at the south end
of Saghalien, consists, it is reported, of four
hundred Russian troops, with 800 convict
volunteers, who are, however, disobedient.
Many mines have been laid in the harbour of
Korsakov, and many land mines have been dug,
and there are nine guns ashore.

Saghalien has not received news as yet of the
annihilation of the Baltic fleet.
A part of the crew of the *Novik* are staying
at Alexandrovsk. No transport has arrived
in Saghalien since the advent of a German
steamer last November, and provisions are
rather dear.

*The *Novik* was stranded at Korsakov in
August last.—Ed. N.C. D.N.

SKIRMISHES IN NORTH COREA.

TOKYO, 4th July.
It is officially announced that in North
Corea, about four hundred Russian cavalry with
artillery appeared at dawn on Sunday near
Noromok, six miles north of Yuyong, and were
immediately repulsed northward.

A detachment of Japanese cavalry was sent
to make a detour far to the north to cut off the
retreat of the Russians. They encountered the
Russian cavalry fleeing from near Noromok
while they were attacking the infantry on the
north-western height of Hombongdol, fourteen
miles north of Yuyong, and took some spoils.

SKIRMISHES IN MANCHURIA.

TOKYO, 4th July.
In Manchuria, six hundred Russian cavalry,
who were approaching Piumiao, on the right
bank of the Liao, thirteen miles north-east of
Kangping, were repulsed on the morning of
Saturday.

Fifteen hundred Russian cavalry were
attacking Shishiku, eight miles north-west of
Piumiao, on the morning of Saturday. The
engagement lasted till dawn on Sunday, when
the Russians were repulsed. The Japanese had
ninety casualties, the Russians over four
hundred.

There were collisions between scouts at other
places.

LATEST STEAMER MOVEMENTS.

The P. & O. ste. *Coromandel* left Singapore
for this port on the 8th inst. at 11 a.m., with
the outward English mails, and is due here on
the 13th inst. about 6 a.m.

The I.G.M. ste. *Prinz Heinrich* carrying the
German mails with dates from Berlin of the
20th June, left Colombo on Friday, p.m., and
may be expected here on Tuesday, the 18th inst.

The I.G.M. ste. *Scharnhorst*, which left here
on Wednesday at noon, arrived at Shanghai on
Saturday at 8 a.m.

The H.A.L. transport *Silva*, from Germany,
left Colombo for this

THE STRANDING OF THE
"TRAVANCORE."

Before the Marine Court at the Harbour Office yesterday, the inquiry was continued. The case was heard by Mr. J. A. W. Barrington, R.N. (President), Mr. J. R. McCallum, R.N., H.M.S. *Tamar*, Captain H. Pybus, R.N., *Empress of Japan*, Captain St. John George, R.N., *Macquarie* and Captain W. Robb, R.N., *Turpin*.

Mr. C. D. Wilkinson (for Messrs. Wilkinson and Grant) represented the Captain, and Mr. J. Hays (for Messrs. Johnson, Stokes and Master) appeared on behalf of the owners of the *Travancore*.

Before the inquiry opened, Mr. Wilkinson said an affidavit that Saturday's papers contained the evidence adduced in Court on Friday almost verbatim. He submitted that this was a very unusual thing, and very injudicious. It would be all right when Chinamen were concerned, but these men, or the majority of them, could read, and if they read what had been said in Court, such might possibly lead to a more prejudiced view of the case than if the press published just the gist of the evidence it would be sufficient.

The President (to the press representatives)—It may be that certain portions of the evidence may be of value to other witnesses, and if you could reserve such statements, you would be assisting justice by suppressing them. I hope the press will bear this in mind, which will help the situation.

Benjamin Thomas Nash of the *Travancore* was further questioned.

To Captain George—I was stationed at the forward cabin at the foot of the ladder when the ship was lying with her head and arms over the rail, and fell down. I saw him look at us, and thought he was taking notice. I was expecting an order to let go anchor, when the vessel missed stay. I did not get the anchor ready as it is usual. When the captain told me to man the boat, I put four men aboard. I noticed the ship ahead when at the bow in the boat. I called the mate's attention to it when we returned on board. Before I brought the charge against the chief officer I mentioned to him that the ship was afloat. The mate told us to leave on the captain, but it was of no use. I am quite sure I did not mention the vessel, the mate when he spoke of her would be quite possible for him to do so with a hammer and nail. So far as I know he was in his right mind at the time. I have strong reasons to believe that the captain knew of the chief officer's intention. The idea of bringing this charge against the captain and the mate originated when we were accused of cowardice by both captain and reporter.

To Mr. Wilkinson—Senior apprentice Gordon was at the wheel when we saw the captain, in the state mentioned, on deck.

To Mr. Hays—I am quite sure I saw the captain lying over the poop rail. I am not sure what time it was. I have not spoken to Mitchell about the matter. When I saw the captain in this state I did not make a remark to any of the crew on deck. When the chief officer made this proposition to me I did not mention it. When we came in port, I reported the matter to the captain. At the time the mate made this statement, the ship was afloat and afloat. It was not an impossibility for the mate to scuttle her. We had not to be ordered off the *Likin* and directed to return to the *Travancore*.

To the President—The ship was bumping on the rocks when we got alongside. When the ship was pulled off the rocks by the *Robert Cook* we were in the boat.

To Mr. Wilkinson—It was the captain of the *Likin* who ordered us back to the boat. I was standing at the gangway, but did not see any blue lights. We were called, but were all asleep at the time. We were within half a mile of the ship. I never heard a word about blue lights being burnt. When called to leave the *Likin* we were aboard the boat within a space of three minutes. At the time the ship was afloat, there were eight or ten feet of water in the hold. I did not think it quite sufficient to inform the captain. The mate was going forward when the chief officer expressed his intention of scuttling the ship. He did not offer me any compensation. I am quite positive the mate intended to do it if I had consented. No boats were lowered before the ship struck, although orders were given before that to get them ready. There was very little panic on board the ship. The *Travancore* was very handy ship to manage. I will not go to dry dock I never told the captain about the ship being afloat. I then asked him if he was aware of the mate's intention, and he said, No, and called the mate off. On the second afternoon after the ship had gone ashore, the captain gave orders to set certain sails. Some of the crew then drew his attention to the fact that the wind was on the starboard side of the ship. The sails were not closed up again.

To the President—The main and fore lower topsails and the fore lower studding sails were hoisted on the starboard tack. The port side of the ship was lying broadside on to the rocks.

To Captain Pybus—The wind at this time would have the effect of pressing the vessel further on shore.

To J. T. Roberts, chief mate—The mate did not refuse to set the sail on the main, but was not set on the mainmast. The mate said it was doing the ship harm. The stream anchor was put out sometime during the afternoon of the 2nd June.

The mate here informed the court that this was the first he had heard of the charge preferred against him. He knew nothing at all about the matter.

John A. Martin, chief officer of the *Robert Cook*, deposed—We arrived in the morning of the *Travancore* at 6.30 a.m. on the morning of the 3rd June. She was lying port side to the shore on Pokoi Point. We lay off at a distance of about two cables. When we first sighted her, I saw two lifeboats lying from four to five cables off. The revenue cruiser *Likin* was anchored about four cables from the *Travancore*, and outside the boats. One of the boats returned to the *Travancore* after communicating with the *Robert Cook*. When we first arrived the *Travancore* on board of which there was nobody. The master of the *Travancore* did not come on board the *Robert Cook*. He came alongside and remarked, You have arrived too late, the bottom is out of the ship; the rocks have got through her bottom and she is full of water. I did not see anything wrong with the master of the *Robert Cook* called the captain of the *Travancore* to bring his boat alongside, saying that he would send the mate and the chief engineer (Mr. Purvis) to see the condition of the vessel. We got on board, and I noticed that the ship had a heavy list to starboard, and she was bumping very heavily on the rocks. Several sails were set, but I am not quite certain what they were. We examined the ship and found that there was only from eighteen inches to two feet of water over the ballast on the star-

board side. I drew the attention of the master of the *Travancore* to the condition of the ship, and told him that we could take him up and beach him in Harlem Bay, but he was not of that opinion, and said that if we did take him he would probably go down in deep water.

Finally persuaded the captain to let us have a towline and try it. The captain consented, and orders were given for some of his men to pass out a line. The orders were given in a proper seamanlike manner, and carried out. As soon as I saw the towline out I returned to the *Robert Cook*. In my opinion some of the men should have remained on board. I saw no hesitation on the part of the men to do their work. I did not see anything wrong with the chief officer. The master and chief officer were in danger by remaining on board while being towed off the rocks. When coming alongside the *Travancore* I saw that a ledge had been run out on the starboard quarter. It was lying at an angle of about 45 degrees from the ship's keel. I signalled to the *Likin*, telling the crew of the *Travancore* to return to their ship. The men said they could not distinguish our signal, but they pushed off in the lifeboats and the *Likin* came alongside of us.

To Lieut. McCallum—When we went to the *Travancore* for the first time there was no rush made for the gangway. I had no idea of getting aboard first to claim salvage.

To Captain Pybus—The captain made the remark that the crew abandoned the ship. We had no difficulty in towing the ship off. She came off easy after about five minutes tow.

To Captain George—I heard it remarked that the first position of the *Travancore* when she struck was low on, but that afterwards she floated off and went broadside. I think it was the captain who made the remark.

To Mr. Wilkinson—I did not inquire as to what steps had been taken to get the vessel off. I am quite certain there was only one hawser out. David A. Purvis, foreman engineer in the *Keweenaw* Docks, stated—I was in charge of the engine room of the *Robert Cook* on this occasion. I was on deck when we sighted the *Travancore* on the 3rd June. I heard the conversation between the master of the *Travancore* and the *Robert Cook*. The master of the *Travancore* seemed to be alright, but rather worried. I went off to the *Travancore* in one of the lifeboats. She was lying port broadside to the shore but I cannot say whether she had any anchors out. I took my turn in going aboard the vessel. There was no rush. I noticed on looking down the one, two and three hatches that there was about three feet of water on the starboard side. The three feet of water on the starboard side was previously told us that the bottom was out of the ship, and that she was full of water. I told the captain I did not think the ship was so bad as he thought, and that there was no time to be lost in getting her off.

To Captain Pybus—The height of the ballast in the hold might be from eight to ten feet. It would depend on a man's capabilities as to how long he would take to make a hole in the ship. It could be done with a cold chisel and a heavy hammer. If two rivets were knocked off, the ship would be able to overcome the amount of water.

To Captain George—I would give one man half a day to make a hole in a sailing ship. The captain of the *Travancore* did not appear to be much excited. I remarked in the docks about three days ago that I would have claimed salvage had I been on board first. There was no difficulty in towing the vessel off.

To Mr. Wilkinson—I heard one of the crew in the boat saying that he was going to save his life.

James Holland, steward of the *Travancore*, said—I have charge of the liquor on board, and keep the key of the room in which it is kept. The stock consisted of one case of port wine and two bottles of gin, and there was no other liquor on board. The officers could have their liquor from the stores, but I have never noticed anything peculiar about the master's conduct. While in Harlem Bay we got two gallons of rum from Hongkong, but none of the men had any. It was thrown overboard. Neither the master nor mate had any of it.

To Captain Pybus—Two of the charts were in the master's room, but there was always one on the saloon table, although it was not there on this particular day. I have never noticed anything peculiar about the master's conduct. While in Harlem Bay we got two gallons of rum from Hongkong, but none of the men had any. It was thrown overboard. Neither the master nor mate had any of it.

By Captain George—I first heard of this charge being brought about a fortnight ago. I then said that I had nothing to do with it. L. Gordon, senior apprentice on board the *Travancore*, stated—I went to the wheel at 10.15 a.m. and was relieved at 2.30 p.m. on the 3rd June. I was relieved by the captain. The ship was on the poop with the pilot, and never left it until the pilot left the ship. The captain ordered me to steer E.N.E. and if she would not stand that course, I was to steer full and by. I saw the master leaning on the rail near the wheel. I did not see him fall on the deck, but I saw him on the deck in a half sitting and half lying position as though he were resting. The pilot left the ship at 1.15 p.m. I did not attempt to help him up as I could not leave the wheel. Between a quarter and half an hour afterwards the captain went below.

To Captain Pybus—Where the captain fell was midway on the poop. The captain was not acting as if he were not sober while the pilot was on board. I did not see his cigar fall from his mouth. The ship was wet and slippery, and I heard the captain fall.

To Captain George—We were still in tow when I got the course E.N.E. or full and by. I saw the captain lying on the deck shortly after one o'clock. I saw him get up, but do not think he looked round to see if anybody was looking at him.

To Captain Pybus—It was possible to see the captain where he fell from the back of the head. To Mr. Wilkinson—There is a position on the fore part of the poop which might have obstructed the view of those on the fore part of the ship. The captain picked himself up immediately after he fell. This is my second voyage on the *Travancore*. She is not a fast ship, but very handy. I have never known her miss stays before, and she has previously tacked in ballast. I felt no cause for anxiety until she refused to tack. The men were all at their posts when the order was given to "out ship." When she refused, they got a little disorganized. I came to the boat to Hongkong when the vessel went ashore.

To the President—I have been in the ship just under three years, and have served nine months with the present master. W. Walls, ship's carpenter, stated—The *Travancore* is a steel ship. I have been on her about 73 months, and was laid up from the time she left Hongkong until she went ashore. The second mate called me out of my cabin before she stranded. The covers on the lifeboats were mended on 14th and two inch nails. Some of the covers were partially nailed when we left Cardiff. On the 1st June the chief officer said he was speaking to the captain about cutting a hole in the ship

and letting her sink. He told me not to speak to the crew about it. I asked him if I could get my tools out of the boat's locker before he did it, and he said he would see about it. I kept my own counsel about the matter, and this is the first time I have mentioned it.

To Lieut. McCallum—I did not object to the mate's proposition at the time, as he did not ask me for tools.

To Captain Pybus—If I were going to scuttle a ship I would cut some of the rivets off. The windlass was in good order for letting go the anchor. The water in the ship's starboard bilge would be about four feet over the ballast. To Captain George—The mate was a little excited when he talked of cutting the ship, but I could not say that he was drunk. He looked as if he really meant to do it. I did not know the crew were going to bring these charges against the captain and mate until I got a summons.

To Mr. Wilkinson—When the mate spoke to me the vessel was in the same position as when she first went on the rocks. I was to get no benefit from the mate if the ship were scuttled, and I could not say that he was drunk. I looked as if he really meant to do it. I did not know the crew were going to bring these charges against the captain and mate until I got a summons.

To Mr. Hays—On the voyage out from Cardiff the mate did not before speak of scuttling the ship. From what he said, I gathered that he meant to scuttle her while she was on the rocks.

To Chief Officer Roberts—It was on the afternoon of the 2nd June that I spoke to me of scuttling the ship. I could not say at what time I was standing near the main pumps. M. Byrne, A.B., stated—I was at the wheel in the middle watch on the morning of the 1st June. For about an hour and a half the vessel would not move on starboard. We tried to tack her three or four times. The chief officer was in charge of the watch. When I came on deck at 7.45 on the 2nd, I came to the conclusion that the ship was too near the shore. The order was given by the master to "tack a lot" in a proper manner. The order we expected after missing stays was "let go anchor," but we never got it. When the ship struck we were immediately ordered to the boats by the captain. The whole of the crew took to them, and we were hardly in when the captain came and sat on the rail, and asked us if that was what we intended to do. We went on board again, and I saw the chief mate on deck tearing the deck log and throwing it over the side.

To Captain Pybus—The log book was not wrapped up. I was employed cutting the starboard anchor, when I drew the chief officer's attention to the captain who had fallen down on the poop. The chief officer said, I am not supposed to notice that. I was present when the boat's pointed out to the mate the fact that the vessel was floating.

To Captain George—The man who called me in the morning said we had to turn out early to go ashore. The book the chief mate took up looked like the deck log. I could not say that it was.

To Mr. Wilkinson—The carpenter told me this morning about the mate wanting to scuttle the ship. Inquiry continues.

STEAMER EIGHT FEET IN MUD.

Mr. D. D. Mackie went on June 25th in a *Tanjong Pagar* launch to survey the *Cheong Choo* as she lies aground on a mud bank at Tanjong Bolus about 30 miles from Singapore. He found that she was fast in the mud to a depth of eight feet. As it happened, when she ran off her course and got up to the bank it was at flood tide and at the high spring tide. She will have to be got off by the employment of tugs in addition to her own steam, but the attempt will not be made until Sunday next by which time and tide will just about have reached their highest. Actually the highest tides occur on the 4th and the 5th of July. If the first trial proves unsuccessful another attempt will be made a few days later.

The *Cheong Choo*, an old Dominion liner, was formerly called the *St. Louis*, under which name she was one of the pioneers of the Atlantic trade. Curious to relate she went ashore 17 years ago on this very same point, which is the most south-easterly point of the continent of Asia.

As she lies she has a slight list to port and a good bearing for and aft. All the cargo, composed principally of planks of timber, has been removed into tongkangs, and a considerable quantity of the lumber cargo has also been taken out and put into boats alongside. The ship's head is lying deep west. A ship's length from her stern there is deep water.

The steamer lies on a soft mud bottom and she has sustained no damage to her hull. To keep her from settling deeper down, chains have been passed underneath her bottom fore and aft, and these are kept in almost constant working by the steam winches so as to disturb the mud and prevent it from coagulating too much about the hull.

It is only a little while ago that the *Cheong Choo* underwent an overhaul in Singapore, and was re-licensed under the rules of the British Corporation for the Registry of Shipping under Mr. Mackie's supervision. Her overhaul occupied seventeen days.

There is a danger, it appears, that when the vessel is dragged out of the mud bank she may turn over on her beam ends. Such an occurrence has attended vessels in the predicament in which the *Cheong Choo* now is, and in her case the danger is accentuated by her build, which places the centre of gravity of the ship's hull unusually high up. If there is any likelihood of such an unpleasant contingency arising, she in all probability will be drawn slowly off the bank and gradually filled up with ballast so as to prevent anything in the way of turning turtle.

There was a case not so very long ago of a steamer getting on a reef at Hongkong. She sank to a depth that the water flooded her decks, and when at last she did float she said to have shot up as though she had been projected from a catapult, with a consequent straining of the frame. Everything possible in the way of precaution to avoid a similar mishap in the *Cheong Choo*'s case will be taken, and no doubt under the experienced supervision of Mr. Mackie her salvage will be successfully accomplished.—*Strait Times*.

The *Press* of July 3rd reports—The British steamer *Cheong Choo* which has been ashore on the mud bank off Tanjong Bolus for over a week was got off on Saturday night. She came into the Roads and subsequently went to Section L, Tanjong Pagar.

Captain J. Harrison, in his official statement regarding the stranding of the ship, states that the *Cheong Choo* left Singapore at 10.30 p.m. on June 20 bound for Penang, and arrived there on the 24th. The vessel took the ground with Tanjong Bolus bearing N. 45 deg. on the 1st, when the rising tide flooded her. She anchored for the night in four fathoms of water and at 5 a.m. yesterday hoisted in all the boats and proceeded to Singapore towing the lights into which her cargo had been placed. She arrived at Singapore at 1 p.m. yesterday.

THE DEPREICATIONS OF THE
"TEREK."

We take the following extracts from the *Singapore Free Press* of July 3rd.—By the French mail-steamers *La Seyne* and *Batavia*, yesterday there arrived Captain Ingemann and the officer and crew of the Danish East Asiatic Company's steamer *Prinsesse Marie*, which was sunk by the Russian cruiser *Terek* in the China Sea on June 22.

On boarding the *La Seyne* our representative had a long talk with Captain Ingemann and gathered the following story of the incident. To begin with, Captain Ingemann said that the *Prinsesse Marie* left Singapore on June 17th for Yokohama and Kobe with a cargo of provisions and manufactured iron from Copenhagen and Antwerp. The voyage was uneventful till the afternoon of the 22nd when a large steamer was sighted bearing down on the *Prinsesse Marie* from the eastward. As the stranger drew near she hoisted the Russian colours and fired a shot across the merchantman's bows as a signal for her to heave-to.

The cruiser signalled that she was sending a boat, and soon an armed cutter put off from her and pulled to the *Prinsesse Marie*. Two officers came aboard and demanded the ship's papers, which Captain Ingemann at once produced, as well as a certificate from the Danish and the Dutch State certifying that the steamer carried no contraband. These the Russian officers looked through and then ordered the hatches to be removed, so that they might verify the manifest for themselves. This was done, and after they had verification together, the officers held a long conversation together. The officers held a long conversation together. The officers held a long conversation together. The officers held a long conversation together.

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Then the Russian official held a long argument as to whether the *Prinsesse Marie*'s cargo was contraband or not. The Russian commander and the majority of his officers appeared to be of opinion that the ship's cargo did not make her liable to seizure, but in this opinion being expressed, a boyish-looking lieutenant who had taken a prominent part in the discussion, lost his temper, and threatening his superior officers, declared that if the *Prinsesse Marie* was released he would bring the matter before the Russian Government and have the commander punished.

On this the Russian commander, who was an old man, said he would enquire into the matter. During the fresh enquiry the young lieutenant, whose name Captain Ingemann most positively declared was Andrews (sic) was most persistent that the vessel should not be released. After a heated argument he brought the majority of his brother-officers round to his view by saying that even if the cargo was not contraband, and Russia had to pay a large sum in compensation, this was better than allowing such a valuable cargo to fall into Japanese hands.

The Russian officers then appeared reluctant to sink the steamer, and discussed the feasibility of bringing a prize crew on board her and navigating her to the Baltic. This the commander would not hear of, saying he could not allow his ship's crew to be so greatly weakened as the sending away of a prize crew would necessitate. The *Prinsesse Marie* was stopped at 5 o'clock in the evening and Captain Ingemann had been taken up to the *Terek* at 6 o'clock when the country opened, but it was 10 p.m. before his decision was come to. The steamer was to be sunk. Captain Ingemann protested against this but without avail. He then, after asking the Court to give him a signed statement of the action they intended to take with regard to his vessel. This the Russians readily did, and then showed the captain a berth where he could turn in till morning.

Captain Ingemann was awakened at day-break the next day, 22nd, and both ships which had been cruising slowly westward were again hoisted. The Russians then lowered all their boats. The *Prinsesse Marie* was then towed about the *Prinsesse Marie*. In all nearly one hundred Russians boarded the ship. Captain Ingemann was told to tell his crew to prepare to go on board the cruiser. What the Danes were getting their sea chests on deck the Russians spread themselves over the ship and began to loot her. They went into the saloons and cabins and examined everything they found. They found what they wanted and then they began to loot her. They went into the saloons and cabins and examined everything they found. They found what they wanted and then they began to loot her.

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The worst intoxicated men appeared to take a headlong delight in smashing all the crockery they saw. In the saloons they broke up the furniture, and then they began to loot her. They went into the saloons and cabins and examined everything they found. They found what they wanted and then they began to loot her. They went into the saloons and cabins and examined everything they found. They found what they wanted and then they began to loot her. They went into the saloons and cabins and examined everything they found. They found what they wanted and then they began to loot her.

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THE "LONG HING"
PHOTO COMPETITION FOR AMATEURS.

\$220.00 IN PRIZES.

ENTRIES FREE.

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17, QUEEN'S ROAD CENTRAL, HONGKONG.



CLARETS.

	1 doz.	2 doz.	4 doz.
	Bottles.	Bottles.	Bottles.
VIN ORDINAIRE	\$4.75	\$5.75	\$8.75
COTES	5.25	6.25	9.25
MEDOC	5.75	6.75	9.75
ST. EMILION	6.75	7.75	10.75
MARGAUX	7.00	8.00	11.00
ST. JULIEN	8.00	9.00	12.00
ST. ESTEPHE	10.50	11.50	14.50
Cos St. MICHEL	12.50	13.50	16.50
Ch. LEOVILLE	13.00	14.00	17.00
Ch. LAROSE	13.00	14.00	17.00

AMERICAN.

CALIFORNIA	\$4.75	\$5.75	\$8.75
ZINFANDEL	5.75	6.75	9.75

SPANISH.

VALDEPENAS	\$4.75	\$5.75	\$8.75
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H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROBINSON
PIANO Co., LD.

THE PUBLIC MAY RELY

IMPLICITLY ON GETTING

FROM US

PIANOS

OF THE

HIGHEST CLASS.

EMBODYING THE VERY BEST

MUSICAL AND WEARING

QUALITIES

AT

MODERATE

PRICES

OUR CLIENTS HAVE THE

ADVANTAGE OF OUR

30 YEARS' EXPERIENCE AS

EXPERTS

DEVOTED

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WE ARE BY FAR THE

LARGEST

IMPORTERS

AND

MANUFACTURERS

IN CHINA, AND STOCK THE

GREATEST VARIETY OF

MAKES.

Hongkong, 9th Jan., 1905.

[1905.]

DR. NEWELL WILSON,
DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

No. 2, FEDDER STREET (next to the

General Post Office and opposite to the [sic]

entrance to the Hongkong Hotel)

Hongkong, 5th 1905.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press only, and special business matters to the Manager.

Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.R.O., 5th Ed. Lister's.

P.O. Box 33. Telephone No 12

NEW ADVERTISEMENTS

NOTICE.

WE have authorized Mr. D. J. PETTIGRAH to sign our Firm from this date.

R. S. WOONWALLA & CO.
Hongkong, 10th July, 1905. [1642]

TO LET FURNISHED.

HOUSE in SEYMOUR TERRACE, overlooking the Harbour, with Garden and Tennis Court.

Apply to—**SEYMOUR.**
Hongkong, 11th July, 1905. [1643]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE CERTIFICATE No. 635 for one Share number 251, on which the sum of \$50 has been paid up, standing in the name of KHEE SHING, having been declared LOST, Notice is hereby given that unless the said Certificate be produced to the Society on or before the thirty-first day of August next, a New Certificate for the said share will be issued by the Society and the old certificate will thereafter be held as null and void.

By Order of the Board of Directors.

C. MONTAGUE EDE,
Acting Secretary.
Hongkong, 11th July, 1905. [1644]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 38 of 1905.

To Mr. T'OI CHUNG LEE alias CHOY CHUNG, late of No. 16, Wyndham Street, Victoria, in the Colony of Hongkong, Gentlemen.

TAKE NOTICE that on the 6th day of July, 1905, a Petition was issued against you by the Supreme Court of Hongkong in its Bankruptcy Jurisdiction on the application of LO TUI CHAU in respect of his claim against you for \$23,552.80 being the amount of Judgment debt, interest and taxed costs which the said LO TUI CHAU was entitled to recover against you in Original Jurisdiction Court No. 198 of 1904.

AND FURTHER TAKE NOTICE that on the 10th day of July, 1905, the said Supreme Court made an Order directing that the said Petition be served upon you by posting a copy thereof together with a copy of the Order, at the entrance of the said Court and that notice thereof be inserted in one English and in one Chinese newspaper having a circulation in the said Colony.

JOHN HASTINGS.

18, Queen's Road Central, Hongkong.
Solicitor for the Petitioner.
Creditor, LO TUI CHAU.
Dated this 11th day of July, 1905. [1645]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that a resident of Wm. MEYERINK and Co., of Victoria, in the Colony of Hongkong, and elsewhere, Merchants, have on the 10th day of May, 1905, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK—

The representation of a cork or barrel round which is a narrow ring, underneath the barrel touching the ring depends a loop, the whole being surrounded by another narrow ring in the name of the said Messrs. Wm. MEYERINK and Co., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants in respect of the following goods: SAVING COTTON ON SPOOLS or RIGGS in Class 23.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.

DEACON, LOCKER & DEACON,
On behalf of the Applicants.
Dated the 10th day of July, 1905. [1646]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that Messrs. Wm. MEYERINK and Co., of Victoria, in the Colony of Hongkong, and elsewhere, Merchants, have on the 10th day of May, 1905, applied for registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK—

A picture of a Chinese Girl and Boy—the girl is depicted sitting on the ground with her left hand extended towards two gay plumaged birds which are walking towards her—the boy is standing on the right, and is holding up in his left hand a round hat—there are some shrubs at the back and part of a Chinese house on the right of the picture—also a picture of a Chinese girl depicted standing up on the left feeding some pigeons some of which are on the ground others are flying—on the right are two Chinese children (a girl and a boy) who are running towards the pigeons—at the back of the picture are some shrubs and a Chinese summer house. And the applicants claim any right to the exclusive use of the said matter in the name of the said Messrs. Wm. MEYERINK and Co. who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants in respect of the following goods: Tin Boxes in Class 13.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.

DEACON, LOCKER & DEACON,
On behalf of the Applicants.
Dated the 10th day of July, 1905. [1647]

NEW ADVERTISEMENTS

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"
Captain Swenson, will be despatched as above on SUNDAY, the 16th July, at DAYLIGHT.
For Freight or Passage apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 11th July, 1905. [1648]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from Hongkong.

Cargo impeding the discharge or remaining on board after 4 P.M., the 12th inst., will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 10th July, 1905. [1649]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains:—
Epitome of the Week's News.
Leading Articles.
For Eastern Investments.
The "Japanizing" of China.
British Shipping.
Odessa.
Anglo-Japanese Relations.
The War Settlements.
The Chinese American Boycott.
Some Japanese Financial Figures.
Hongkong Jottings.
Supreme Court.
The Stranding of the "Travancore."
The Military Court.
Canton Notes.
Companies:—
China Light and Power Co., Ltd.
The Hongkong Electric Co., Ltd.
S. C. Farnham, Boyd & Co., Ltd.
Telephone Developments.
Inspector of Schools' Report.
The Canton-Kowloon Railway.
Correspondence.
The Fingee.
European Opium Smuggler Fined.
Alleged Infringement of a Port Regulation.
European Master and Chinese "Boy."
Diplomatic Change at Peking.
China and the Peace Negotiations.
Miscellaneous.
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Subscription, \$12 per Annum, payable in advance, postage \$2.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.
Hongkong, 11th July, 1905.

INTIMATIONS.

POSITION REQUIRED.

ENGLISH GENTLEMAN (aged 29), shortly returning from a Holiday in England, is desirous of obtaining a position of Responsibility in Hongkong Firm—Secretaryship preferred. Seven years' Far Eastern business experience; highest references, and qualifications.

Apply to—"BARDSLEY,"
Care of Daily Press Office.
Hongkong, 8th July, 1905. [1625]

COMPRADORE WANTED.

WANTED a COMPRADORE by an European firm doing piece goods and general business. Must furnish security for \$50,000.

Apply by letter to—R. S. T.
Care of Daily Press Office.
Hongkong, 9th July, 1905. [1610]

LAUNCH WANTED.

WANTED to share a STEAM LAUNCH for Harbour Work. Please state terms, &c., by letter, to—"HARBOUR,"
Care of Daily Press Office.
Hongkong, 30th June, 1905. [1556]

NOTICE.

WE have this day authorized Mr. CARL ROBERT LENZMANN to sign our firm from this date.

CARLOWITZ & CO.
Hongkong, 6th July, 1905. [1612]

NOTICE.

TYPEWRITERS CLEANED AND REPAIRED by a First-Class Mechanic.

Apply—**T. C. SWABY,**
4, Queen's Road Central.
Hongkong, 4th July, 1905. [1596]

TUITION.

LESSONS given in English.

Apply—**P. O. BOX 335,**
Hongkong, 4th July, 1905. [1594]

STENOGRAPHY AND TYPEWRITING.

T. C. SWABY

BEGS to announce that he has opened an Office at 4, Queen's Road Central (1st Floor), where he will be prepared to undertake SHORTHAND and TYPEWRITING work. All work will be executed promptly at Moderate Charges.

A Class for instruction in PUTMAN'S SHORTHAND will be held daily (except Saturdays and Sundays); fee \$10 per month. Individual Tuition by arrangement.

Telephone—No. 354.
Hongkong, 1st July, 1905. [1576]

THE DIRECTORY AND CHRONICLE FOR 1905

Complete Edition ... \$10.00
Small ... 6.00
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

INTIMATIONS

BILLIARD TABLE.

WANTED for the Hongkong Seamen's Institute a Good Second-Hand BILLIARD TABLE. Any Gentleman having one to dispose of is requested to communicate with the
Rev. J. H. FRANCE,
5, Lysonscon Villas, Kowloon.
Hongkong, 30th July, 1905. [1634]

NOTICE.

ALL PERSONS having Claims against Mr. JAMES R. SYMINGTON, Civil Engineer, are requested to send same in writing to his Attorney, WILLIAM JAMES HOBBS, 6/o the undersigned, when they will be promptly liquidated.

Unless such claims are sent in prior to the 31st July, 1905, no notice will be taken of them and they will not be recognised.

JOHNSON, STOKES & MASTER,
8, Des Vaux Road Central,
Solicitors for the said Mr. WILLIAM JAMES HOBBS, Attorney for the said JAMES R. SYMINGTON.
Dated the 6th day of June, 1905. [1613]

NAVY CONTRACT.

TENDERS are invited for the supply of MISCELLANEOUS MATERIALS, (FIREWOOD, LIME-white best, CHARCOAL, &c.) from the 1st August, 1905, to H.M. Dockyard, Hongkong.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Dockyard, and should be returned not later than the 18th July, 1905.

A deposit of One Hundred Dollars (\$100) will be required when applying for tender forms, to be returned if the tender is declined.

Hongkong, 10th July, 1905. [1635]

NAVY CONTRACT.

TENDERS are invited for the supply of LABOUR and JUNKS in connection with the COALING of H.M. FLEET, &c., at Hongkong, for a period of 12 months from the 1st August, 1905.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Dockyard, Hongkong, and should be returned not later than NOON on 18th July, 1905.

Hongkong, 6th July, 1905. [1615]

GOVERNMENT NOTIFICATION.—No. 411.

TENDERS will be received at this Office until NOON of MONDAY, the 11th day of August, 1905, for the purchase of the following PLANT and MATERIALS, formerly in use on the Praya Reclamation Works, (Ordinance No. 6 of 1889).—

Lot 1.—STEAM TOW BOAT built by the Hongkong and Whampoa Dock Co. in 1890. Length between perpendiculars, ... 99 feet. Breadth, extreme, ... 17 feet. Depth moulded, ... 3 feet. Compound surface condensing Engines, about 2 N.H.P.

Lot 2.—FLOATING STEAM DERRICK CRANE supplied by the Hongkong and Whampoa Dock Co. in 1890. Working load 8 tons at a radius of 50 feet. The Crane built entirely of iron, and mounted on an Iron Pontoon 60 ft. by 40 ft. by 6 ft. 6 in., with semicircular ends. Draft 2 ft. 6 in.

Lot 3.—LIGHTERS (2) for deck cargo (concrete blocks). Built by the Hongkong and Whampoa Dock Co. in 1890. Constructed of Macao hardwood and Oregon pine, and sheathed with zinc. Dimensions 75 ft. by 23 ft. by 5 ft. 6 in. Carry 30 tons on a draft of 3 feet.

Lot 4.—LOCOMOTIVE STEAM DERRICK CRANE by Ransomes and Rapier. Working load 8 tons at a radius of 23 feet. Also 516 1/2 neat yards of 70 lbs. flat-bottomed STEEL RAILS with points and cross ggs, FISH PLATES, BOLTS, SPIKES, and sundry PLATE-LAYER'S TOOLS.

Lot 5.—DIVING GEAR by Siebe, Gorman & Co.

2 No. Double Air Pumps.
1 " Single " Do.
133 lin. dia. of second hand Air Pipe.
150 " new " Do.
And a quantity of new Underclothing, &c.

Lot 6.—CONCRETE BLOCKS. 150 No., varying from 36 to 144 cubic feet, more or less damaged. Total bulk about 15,370 cubic feet.

For particulars apply to the Public Works Department.

The Government does not bind itself to accept the highest or any tender.

By Command, F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 30th June, 1905. [1637]

REWARD OF \$5,000.

OFFERED by the undersigned for the Arrest and Conviction of any person or persons who are in the habit of SMUGGLING large quantities of Opium into this Colony.

CHIN JOO HENG CO.,
Opium Farmers.
Hongkong, 26th June, 1905. [1478]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Bells.

Call Flag W.

J. W. KEW,
Manager.
1st Floor, 37, Connaught Road
Hongkong, 14th June, 1905. [1493]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1904. With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office
Hongkong 26th February, 1905.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTONJEE'S KOWLOON STORE, No. 36, Elgin Road, and Mr. AF TAUS FERRY WHARF. STALL. Price 15 cents per copy cash.

Hongkong, 22nd December, 1904.

PUBLIC COMPANY

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, St. George's Buildings, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th July, both days inclusive.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 23rd June, 1905. [1542]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

DAILY PRESS' OFFICE.
The only office in China having European taught workmen—Equal to Home work.

IRON MERCHANT.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents.
35 & 37, Hing Loong Street, (1st Street, West of Central Market.)

PHOTOGRAPHER.

M. MUNEYA, JAPANESE ARTIST.
Bromide and Grayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; 110, 84, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.
Proofs read by Englishman.

STOREKEEPERS.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchangers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants.
57, 58 & 59, Connaught Road, New Praya Central.

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR, EMBROIDERIES, LACES, SILKS, FONGERS, GRASS LINES, SHAWLS, HANDKERCHIEFS, BLANKETS, TUNES, EMBROIDERED FURNITURE AND FANCY GOODS.
No. 82, QUEEN'S ROAD CENTRAL.
Any Order Promptly Attended To.
Hongkong, 12th January, 1905.

NOW READY.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of Yearly Approximate Averages FOR 31 YEARS, FROM 1874 to 1904.

Price \$2 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.
Hongkong, 11th May, 1905.

BOARD AND RESIDENCE.

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 18th March, 1904. [761]

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour, and moderate charges.

Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road, (late of "Tang Yuen").
Hongkong, 27th June, 1905. [1115]

TO LET.
FURNISHED ROOM with Board in Private Family.
Apply—**J. D.,**
Care of Daily Press Office.
Hongkong, 22nd June, 1905. [1498]

TO LET.
FURNISHED ROOM with Board, Tennis Court. Near Ferry, Kowloon.
Apply—**"S.S.,"**
Care of Daily Press Office.
Hongkong, 3rd June, 1905. [1364]

PENSION FRANCAISE AND RESTAURANT.
TENUER PAR MME. I. GILLOU.
49, POTTINGER STREET.
FIRST-CLASS COOKING BY A FRENCH COOK. Terms: \$5.50 per day. Reduced Terms for an Extended Stay.
Hongkong, 13th January, 1905. 100

TO LET.
TWO ROOMS and Verandah on the First Floor of the Old Hongkong Club, suitable for Office. Immediate Possession.
Apply to—**A. E. J. SOARES,**
No. 1, Duddell Street.
Hongkong, 10th July, 1905. [1633]

TO LET.

TO LET.

NO. 74, CAINE ROAD.
No. 2, MACDONNELL ROAD.
Apply to—**COMPRADORE'S DEPARTMENT,**
Nippon Yusen Kaisha,
Hongkong, 3rd June, 1905. [184]

TO LET.

HOUSES—Nos. 47, 48, 49 & 50, ELGIN ROAD, KOWLOON; Residential Flats with Sitting-Room, Bed-Room, Bath-Room, Fireplace, Gas Fittings, &c.; entirely European style. Rental very moderate. Possession 1st August, 1905. Apply to—**CHINA MERCHANTS S. N. CO.,**
5 & 16, Praya West, Hongkong.
Hongkong, 6th July, 1905. [1614]

TO LET.

OFFICE ROOMS at Nos. 12 & 14, QUEEN'S ROAD CENTRAL (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.
SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.
Apply to—**CHUNG SHUN KOO,**
12 & 14, Queen's Road Central.
Hongkong, 24th December, 1904. [92]

TO LET.

49, POTTINGER STREET.
Apply to—**ARRATON V. APCAR & CO.,**
45, Wyndham Street.
Hongkong, 4th July, 1905. [1595]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 1st June, 1905. [1350]

TO LET.

TOP FLOOR, No. 4, Morrison Hill Road, consisting of 2 spacious rooms, large hall, kitchen and bathroom complete.
Apply at 4, Morrison Hill Road.
Hongkong, 30th June, 1905. [1562]

TO LET.

NO. 1, RIFON TERRACE.
FLATS in MORRISON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BEAS FIRM).
GODOWNS, Praya East.
A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd.
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 28th June, 1904. [81]

TO LET.

WITH IMMEDIATE POSSESSION "FORREST LODGE" CAINE ROAD.
Apply to—**H. N. MODY,**
Hongkong, 2nd May 1905. [1114]

TO LET.

IMMEDIATE POSSESSION, No. 2, SELBOURNE VILLAS (No. 10, KENNEDY ROAD), 8 Rooms House, Servants' quarters detached. Lately renovated throughout.
Apply to—**MOK KOON YUK,**
Compradore Office,
Butterfield & Swire.
Hongkong, 24th May, 1905. [1225]

TO LET.

NOS. 2, 5, 6, BARROW TERRACE, DUBBAI HOUSE, KOWLOON. THREE NEW HOUSES, CASTLE ROAD, HONGKONG.
Apply to—**SAM WANG CO., LD.,**
81, Queen's Road Central.
Hongkong, 18th May, 1905. [1234]

TO LET UNFURNISHED—AT THE PEAK.

WITH immediate Entry, "LYEE MUN, BAKER ROAD," containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.
Apply to—**RUSSO-CHINESE BANK,**
Hongkong, 3rd May, 1905. [1130]

TO LET.

SUITABLE for Offices, TWO ROOMS in Prince's Building.
Apply to—**LAUTS, WEGENER & CO.,**
Hongkong, 4th March, 1905.

TO LET.

NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905.
Apply to—**E. A. DE CARVALHO,**
14, Arbutnot Road.
Hongkong, 13th May, 1905. [1119]

TO LET.

NO. 12, KNITSFORD TERRACE, KOWLOON.
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 5th May, 1905. [1143]

TO LET—FURNISHED.

A FIVE-ROOMED BUNGALOW at the PEAK to end of year.
Apply—**DENISON, RAM & GIBBS,**
Hongkong, 9th June, 1905. [1414]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.
Apply to—**HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 28th June, 1905. [1539]

TO LET.

TO LET.

EYRIE, Unfurnished. Newly repaired. Painted and Coloured.
No. 4, BELILIOS TERRACE, 1st Row.
No. 31, 3rd Row.
No. 30, 3rd Row.
2 FRONT ROOMS in No. 15, Queen's Road Central, (over Messrs. Caldwell Macgregor & Co.'s premises).
No. 1, DES VEAUX VILLAS.
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms low rental.
2nd FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.
Apply to—**LINSTEAD & DAVIS,**
3rd Floor, Alexandra Buildings,
Hongkong, 9th June, 1905. [80]

TO LET.

IN Hotel, Mansions THREE OFFICES commanding position on Front.
Apply to—**A. J. D. STEPHENS, Solicitor,**
18-Bank Buildings.
Hongkong, 29th March, 1905. [845]

TO LET.

UNFURNISHED at No. 31, CAINE ROAD (4 on one lot, 1st October, 1905). SIX-ROOMED HOUSE with Garden. Healthy locality. Three storied building. View of Harbour.
SECOND FLOOR, No. 18, Elgin Street, Possession 1st August, 1905.
Apply to—**CHOW DART TONG,**
Care of DARTLY & CO.,
Top Floor No. 19, Queen's Road Central.
Hongkong, 30th June, 1905. [1632]

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.
First floor, No. 12, QUEEN'S ROAD, CENTRAL.
Second floor, Nos. 12 & 14, QUEEN'S ROAD, CENTRAL.
Apply to—**S. BISNEY,**
Hongkong Hotel.
Hongkong, 7th June, 1905. [1398]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$300,000
RESERVE FUND.....\$300,000
RESERVE FUND.....\$300,000

INTEREST allowed on Current Account at the rate of 2 1/2% per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent.

T. P. COCHRANE, Manager.
Hongkong, 18th May, 1905.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
STRENGTH RESERVE.....\$10,000,000
SILVER RESERVE.....\$10,000,000

COURT OF DIRECTORS.
H. A. W. SLADE, Esq., Chairman.
A. HADPT, Esq., Deputy Chairman.
Hon. C. W. Dickson, Esq., H. Schuchart, Esq.,
E. Goetz, Esq., E. Shellim, Esq.,
G. H. Medhurst, Esq., N. A. Shies, Esq.,
A. J. Raymond, Esq., H. E. H. Shewan,
P. Salinger, Esq.

CHIEF MANAGER
Hongkong—J. R. M. SMITH
Shanghai—H. E. R. Hunter.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.
On Fixed Deposits.

For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH, Chief Manager.

Hongkong, 17th May, 1905.

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1858.

CAPITAL SUBSCRIBED.....Yen 2,000,000
CAPITAL PAID-UP....." 1,000,000
CAPITAL UNPAID....." 1,000,000
RESERVE FUND....." 9,750,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.
Tokio Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Hankow
Dairen Peking Mukden
Port Arthur Chefoo

LONDON BANKERS.
THE LONDON JOINT STOCK BANK, LIMITED.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 2 1/2 per cent.

TAKIO TAKANICHI, Manager.
Hongkong, 22nd May, 1905.

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED.....Yen 5,000,000
CAPITAL PAID-UP....." 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy Kobe Tainan
Anping Nagasaki Tamsui
Fouchow Osaka Tokyo
Keelung Shanghai Yokohama

HONGKONG OFFICE:
4, QUEEN'S ROAD.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application.
S. SHIGENAGA, Manager.
Hongkong, 1st November, 1904.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1902.

THE DEUTSCH-ASIATISCHE BANK.

AUTHORISED CAPITAL.....Sh. Tels. 7,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES:
Berlin Tientsin Hankow
Calcutta Tientsin Tientsin

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.
DIREKTION DER DISKONTO GEBLICKSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learnt on application. Every description of Banking and Exchange business transacted.
M. THOMANN, Manager.
Hongkong, 1st April, 1905.

STRICTURE AND KIDNEY DISEASE.

HOW BEEN AFFLICTED THE KIDNEYS.
Cure 2 Years Ago—Still Well To-day.

54, Brighton Place, Hampton Square, Sheen Lane, Mortlake, London, England.

For nearly 19 years I suffered from stricture and kidney disease, and many a time have I laid on the bedroom floor writhing in agony. Twice I have been in hospital and undergone operations for the stricture. Never, as long as I live, shall I forget what I went through then. The doctors said I could not live another three months, yet I can truly say that, although two years have passed since then, I was never better in my life than I am to-day. One day at my work I strained my back, and afterwards I suffered from severe cutting pains, just over where the kidneys are, especially when I stooped. I could not sleep well at nights, and there were distressing urinary disorders. I was miserable and out of sorts, and although the doctor did all he could for me, I got worse instead of better. If I had a glass of beer it irritated my kidneys so much that I had to keep to my bed for a week, but since using Doan's Backache Kidney Pills I can enjoy my glass without feeling a bit the worse for it.

It wasn't until I had finished the fourth box of Doan's Pills that they seemed to be doing me any good, but I persisted with the medicine, and with the fifth box there was a decidedly freer action of the bladder. No other medicine had ever helped me at all, and you can imagine how delighted I was at this relief. For six months I continued with Doan's Backache Kidney Pills, and then I was entirely cured of the stricture and kidney disease. From that day to this there hasn't been any sign of the old complaints returning.

My suffering and my cure are well known to hundreds of men I have worked with in London, and I am sure that had I not used Doan's Backache Kidney Pills when I did, I should never have lived.

(Signed) GEO. PRIEST.
Doan's Backache Kidney Pills are 2/6 a box, or 12/6 for 6 boxes. To be had of all chemists and medicine-dealers, or direct from the proprietors, The Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England, post free on receipt of price.

[7]—2

BANKS

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000
SUBSCRIBED....." 1,250,000
PAID-UP....." 800,000
RESERVE FUND....." 110,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at the rate of 2 1/2% per annum on the Daily balances.

On Fixed Deposits:
For 12 months.....4%
" 6 months.....3 1/2%
" 3 months.....3%
A. R. LINTON, Acting Manager.

Hongkong, 30th June, 1905.

INTERNATIONAL BANKING CORPORATION

Fiscal Agents of the United States in China and the Philippine Islands and the Republic of Panama.

CAPITAL AND RESERVE FUND.....Gold \$10,000,000
CAPITAL PAID-UP....." Gold \$3,250,000
RESERVE FUND....." Gold \$3,250,000

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LIMITED.

BRITISH LINES COMPANY BANK.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at rates which may be ascertained on application.

CHARLES B. SCOTT, Manager.

20, Des Vaux Road, Hongkong, 28th May, 1905.

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LES-BAIPELLES.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

NORTH BRITISH AND MORGAN TIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904: £17,161,289

I. AUTHORIZED CAPITAL.....£3,000,000
SUBSCRIBED CAPITAL....." 2,750,000
PAID-UP CAPITAL....." 887,500

II. FIRE FUNDS.....3,001,288 12 9

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO., Agents.

Hongkong, 30th June, 1905.

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIMMONS & CO., Agents.

Hongkong, 1st January, 1904.

FOR EUROPE AND AMERICA, INDIA, AUSTRIA, &c., and for PRIVATE RESIDENCES AT THE OUTPORTS. A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated "THE CHINA OVERLAND TRADE REPORT." Subscription, paid in advance, \$12 per annum. Postage to any part of the World \$2.

THE CHINESE COMMERCIAL PROGRAMME.

Following are extracts from the P. & T. Times of June 24th.

At the meeting of commercial men in the City on Saturday, Mr. Wang Tung-fang, Comptroller of the Russo-Chinese Bank who, as we have already stated, read a paper on the proposed boycott of American goods, which was divided into four chief and sixteen subsidiary headings.

1. PACIFIC ACTION.
The speaker maintained that the movement should not in any way be directed against American individuals, but that American missionaries and merchants should alike be treated with courtesy and respect. That the movement should have as its object merely the upholding of commercial rights, and not in any way usurp political powers.

2. UNANIMITY.
In order to be successful the movement must be a united one all over the country. Merchants here should adopt the Shanghai regulations; carefully record reports and results of all discussions in other ports; and, doing away with all class distinctions North and South, must combine harmoniously together if anything is really to be achieved.

3. CONSISTENCY.
Mr. Wang proceeding pointed out that it would be no use if the movement was not steadily maintained until the desired object was attained. While maintaining it, the regulations should be improved. The manufacturers and sale of Chinese manufactures similar to those of America should be stimulated and encouraged, and arrangements made with retail dealers for their sale. Lastly he dealt with the question of PUBLIC OBLIGATIONS.

He maintained that a superintendent should be appointed at each trading centre, and inspectors in all ports and principal towns. That no efforts should be spared to enlighten the people and that the fullest publicity should be given to all the proceedings in connection with the movement.

It will be seen from the above that the resolutions of the merchants and students are very much in line, and that while both are carefully framed to avoid friction with American people and thus evade responsibility for any trouble which may arise, they are founded on principles which can hardly, in China, escape nullifying the precept in practice.

The anti-American movement, though smiled at in some quarters, is very strong in its misguided policy. Those who know the Chinese best cannot but marvel at this sudden outbreak of a patriotism which had hitherto been absolutely non-existent, and there are those who, reading between the lines, believe they see the shade of another "nationality" behind the Chinese agitators. Chinese demonstrations do not act as a rule embrace all provincial representatives in the way that this movement appears to be doing and for this reason, if for no other, there is ground for the argument that the move is not without inspiration in other quarters. Whether this be so or not, there is an exceptional amount of organization about the movement that call for careful attention, and leads to the belief that it will not be so transient unless very resolutely and drastically nipped in the bud.

On Sunday there were two meetings in the City which were of distinct importance. One was by some 630 students representing no less than 26 different schools and colleges, which as held in the Guild Hall of the City, commencing at 2 o'clock and lasting till 8 p.m. The chair was taken by Mr. Shih Tso-hsin, a teacher in Mr. Yen Hsin's Middle School, and the result was the passing of the following ten resolutions.

From this data on we will buy no more American articles.

2.—We undertake to advise all our relatives and friends to do the same and to explain to them the reasons for this action.

3.—Whenever we meet Americans we will greet them with courtesy and respect and urge all others not to create any trouble in this way.

4.—We will as students make our business to ascertain that all these resolutions are duly observed and carried out.

5.—We will make it our business to obtain and duly record the results of this movement in all districts and provinces where it is being adopted.

6.—We promise to introduce it wherever it is at present unknown.

7.—Every encouragement must be given to the improvement of Chinese manufactures so that they may compete with the excluded American goods.

8.—We will invite the writing and circulation of essays and articles on this question.

9.—In our school there must be one or two students who will study and lecture on this subject, and exhort the people not to buy American goods.

10.—All these resolutions must be faithfully observed in their entirety.

As a token of sympathy, two of the leading cigarette merchants in the City sent the students a large quantity of cigarettes which were distributed among them liberally.

The other meeting was of a far greater importance and comprised over 200 of the leading merchants in the City, who met in the Commercial Guild and debated on the question for over four hours. The meeting included represen-

tatives from almost every province except Fujian, and of all classes of trade, rice-growers, silkmen, provisioners, and timbermen. They signed an agreement binding themselves not to purchase any American goods, entering into a compound guarantee bound to the extent of the \$5,000 penalty for any infringement of this pledge, and this undertaking is a deed which is of no small significance. By this compound guarantee each merchant makes himself responsible for his neighbour to the tune of \$5,000, and those who know the force of guarantees in China can hardly doubt the earnestness of the meeting.

In addition to these meetings the Peking Commercial Guild has, we learn, printed and distributed some 10,000 issues of a special paper on this question in the vernacular, to ensure the widest publicity of the boycott. Some merchants have very wisely argued that it is better not to let the question penetrate to the interior districts, as the people being more ignorant there will be great danger of a confusion of ideas and possible riots, as they will fail to discriminate between an action taken against merchandise only and not the American people. This is undoubtedly true, and we regret that such a sensible aspect of the case has not been generally endorsed. The present agitation is almost certain to penetrate into interior districts sooner or later, and some tragic results are almost equally certain to ensue, and if they do, China will probably have to learn yet once again that before setting a force in motion it is well to be quite sure that it can be controlled.

Ignorance is at present, as likely to remain for many years, a severe handicap to China in all matters of public agitation and popular demonstration, and we do not hesitate to warn her that she is playing with a very dangerous tool in the present case. She is allowing her people to do what would endanger the friendly relations of any two European Powers, and when it is fully realised that the present movement is seriously hostile to America, a very unpleasant surprise may possibly be in store not only for the students and merchants who have so recklessly embarked on this campaign, but for the Chinese Government which is responsible for the good conduct of its people and the observance by them of the Government's treaty obligations.

H. E. the Viceroy has, we learn, verbally notified the Chief of Police and the Tientsin Prefect to inform the Commercial Guild that hereafter the people must not take part in demonstrations calculated to raise a storm of public feeling in regard to America, in order to avoid international difficulties. The question of the Exclusion is one which has to be left to the Government, and must not be dealt with independently by the people. We have also been told, though the papers have not yet referred to it, that the Viceroy is sending a very strong proclamation on this subject, and has sent to each of the schools prohibiting any further demonstrations on their part. If this is true, we are glad that H. E. has adopted the only right and proper course open to him, and that the empty warnings which we have published on the subject have helped to call the Viceroy's attention to the other side of the picture.

KOREAN EMPEROR'S TOKYO VISIT.

The pro-Russian Daily News of Chefoo, is responsible for the following amusing item:—Private letters received from Korea recently revealed a well-developed scheme for the removal of the Korean Emperor to Tokyo. The thing fell through, but when it was mentioned in press telegrams a very curious denial of the story that such a action had been contemplated was quickly forthcoming from Japan. Foreign officials seem to have reported to their government on the matter, and their representations confirm reports from Peking that the Japanese recently exerted strong pressure on the Emperor of Korea to induce him to leave the country and go to Japan, with the evident purpose of removing him as an obstacle to the development of Japanese control. The Emperor is said to have requested the departure of the Japanese officials who had urged this representation and to have taken drastic measures to permit European governments to learn of the prospect of his removal. Finally, when the situation reached the St. Petersburg Foreign Office it issued a protest against Japan's assumption of control of the affairs of Korea.

GENERAL ORDERS

BY MAJOR GENERAL VILLIERS HATTON, C.B. Commanding the Troops in South China.

HEAD QUARTERS, Hongkong, 10th July, 1905.

Leave.—No. 159. The leave granted to Lieut. T. A. Whyte, Royal Garrison Artillery in Garrison Order No. 2 of 20th March, 1905, should read from 28th March to 15th October, 1905, and not as the reinstated.

Board of Officers.—No. 159. In accordance with para. 745 King's Regulations a board of Officers, composed as under assembled at the Mule Transport Lines, Kowloon, at 12 noon to-day, to enquire into the death of Mule No. 42049. President: Captain J. H. Caswell, 118th Infantry. Members: An Officer, Royal Garrison Artillery. An Officer, 129th Baluchis.

A. A. CHICHESTER, Major, D.A.G.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

\$9.75 per case.

LATEST AWARD:

GOLD MEDAL

AT ST. LOUIS EXHIBITION.

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO. ALHAMBRA & CAIRO, EGYPT. FINEST EGYPTIAN CIGARETTES.



SOLE AGENTS FOR HONGKONG KRUSE & CO., CONNAUGHT HOUSE

NEWBRO'S HERPICIDE

The ORIGINAL remedy that "kills the Dandruff Germ."

GOING! GOING!! GONE!!!



A MAN'S WIFE. HERPICIDE WILL SAVE IT. HERPICIDE WILL SAVE IT. HERPICIDE WILL SAVE IT. It is the duty of some wives to patch and darn the family's wearing apparel, but when the natural covering on hubby's crown wears through, it shows that the "itch in time" was neglected. Every wife should be "scalp inspector" to the "scalp" of her husband. An exquisite hair dressing. Drug Store, \$1.00.

A. S. WATSON & CO., HONGKONG, SPECIAL AGENTS. Applications at prominent "dry" shops.

1106-6

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD IS free from Starch. When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, BECKHAM, LONDON, ENGLAND.

BEYER, PEACOCK & CO., LIMITED.

Gorton Foundry, Manchester.

ESTABLISHED IN 1854.

LOCOMOTIVE ENGINES

ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.

Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

CRANE LOCOMOTIVES FOR LIFTING AND SHUNTING.

RACK RAIL LOCOMOTIVES, YARD ENGINES, &c.

WHEEL AND OTHER LATHE, MILLING MACHINES, DRILLS, PLANERS, SLOTTERS, &c.

EMERY GRINDING MACHINES A SPECIALITY.

ALL TOOLS ELECTRICALLY DRIVEN IF REQUIRED.

ALL PARTS OF THE ENGINES AND MACHINE TOOLS ARE MADE ACCURATELY TO STANDARD GAUGES.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.

STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.

Representative in Japan and China—Mr. ROLAND FINCH, No. 6, Band, Yokohama.

1176-1

SHIPPING.

ARRIVALS.

AMHO, German str., 822 J. Iversen, 9th July.
—Chefoo 28th June and Tientsin 1st July.
General.—Jensen & Co.
BOURBON, French str., 91, Sisco, 10th July.
Saigon 7th July, General.—Chinso.
CUOWA, German str., 1055 T. Spieson, 10th July.
Bangkok and Swatow 9th July.
Rice and Wood.—Butterfield & Swire.
EVA, Norwegian str., 4700, Solverson, 10th July.
—Cebu 7th July, General.—Order.
GLADCOX, British str., 330, A. D. Baker, 9th July.
Shanghai 7th July, General.—Butterfield & Swire.
HANON, French str., 738 P. N. Morles, 9th July.
Haiphong 6th July and Hoihow 8th, General.—A. K. Marty.
JACON DIERCKHOVEN, German str., 650, B. Ohlsen, 10th July.
Rohow 9th July, General.—Jensen & Co.
KEZMER, British str., 577, R. Conradi, 10th July.
Liverpool and Singapore 9th July, General.—Butterfield & Swire.
LOONGMOON, German str., 1245 Kulkofen, 10th July.
Shanghai 6th July, General.—Simsen & Co.
LOONGSANG, British str., 1402, G. S. Weigall, 10th July.
Manila 7th July, General.—Jardine, Matheson & Co.
SAINT BRIGID, British str., 2409, Bate, 10th July.
—Nassau (N.S.W.) 13th June, Genl.—Order.
SIRIR, British str., 390, C. Moore, 10th July.
—Wahaiwei 6th July.
TAKHANG, British str., 977, McClure, 9th July.
—Wahaiwei 5th July, Rice.—Jardine, Matheson & Co.
THINTAU, German str., 1006, O. Keck, 10th July.
Bangkok 1st July, Rice and General.—Butterfield & Swire.
TONGSHING, British str., 1122, Bichard, 10th July.
Wahaiwei and Chinkiang 6th July, General.—Jardine, Matheson & Co.

CLEARANCES.

At the Harbour Master's Office.
10th July.
Andree Rickmers, German str., for Swatow.
Dunlop, British str., for Singapore.
Holden, German str., for Swatow.
Hongkong J., British str., for Amoy.
Loongmoon, German str., for Canton.

DEPARTURES.

10th July.
CALLAO, U.S. gunboat, for Canton.
CHIVUN, Chinese str., for Canton.
FANGANG, British str., for Canton.
KWANGLO, Chinese str., for Shanghai.
PROFES, Norwegian str., for Tamsui.
TUNGSHING, British str., for Canton.

SHIPPING REPORTS.

The British str. *Gloucester* reports: Moderate monsoon throughout.
The British str. *Tungshing* reports: Light S.W. winds, fine and clear.
The German str. *Thintau* reports: Fine weather, moderate southerly winds throughout.

VESSELS IN DOCK.

10th July.
ARRIVED DOCKS.—Allendale, German str., for Swatow.
—Docks.—Transcave, Hunter, Germania.
—OUTER DOCK.—Manche.

VESSELS ON THE BERTH

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship.

"HAITAN".
Captain Roach, will be despatched for the above ports TO-DAY, the 11th inst., at 10 o'clock A.M., instead of as previously advertised.
For Freight or Passage, apply to
DOUGLAS LARRAK & CO.,
General Managers.
Hongkong, 7th July, 1905. [1622]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"LIGHTNING".
Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 11th inst., at Noon.
For Freight, apply to
DAVID SASSON & CO., LD.,
Agents.
Hongkong, 6th July, 1905. [1601]

COMPAGNIE DES MESSEGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

"OCEANIAN".
Captain Court, will be despatched for MARSEILLES TO-DAY, the 11th July, at 1 p.m.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "TOURANE" ... 25th July.
S.S. "TOKIN" ... 8th Aug.
S.S. "ARMAND BEHIC" ... 22nd Aug.
G. de CHAMPEAUX, Agent.
Hongkong, 28th June, 1905. [2]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to Aden, Suez, Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.
(Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

"ISCHIA".
Captain Cogliolo, will be despatched as above TO-MORROW, the 12th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 11th July, 1905. [4]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the 1 o'clock Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East-Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA MANILA, &c.	PALMA	Brit. str.	1	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	About 12th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SIMLA	Brit. str.	1	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	About 15th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	HYSON	Brit. str.	1	S. Barcham	P. & O. S. N. Co.	About 20th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	AXA	Brit. str.	1		BUTTERFIELD & SWIRE	On 18th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	DOCKEN	Brit. str.	1		BUTTERFIELD & SWIRE	On 1st Aug.
LONDON & ANTWERP VIA SINGAPORE, &c.	PARLING	Brit. str.	1		BUTTERFIELD & SWIRE	On 18th Aug.
MAKATI, LILAK, &c. VIA PORTS OF CALL.	OCEANIC	French str.	1	Court	MESSAGERIES MARITIMES	To-day, at 1 p.m.
REHMEN, VIA PORTS OF CALL.	SACHSEN	Ger. str.	1	F. v. Letten Petersen	MICHELSEN & CO.	On 18th inst., at Noon.
HAVRE, ABERDEEN & HAMBURG VIA STRAITS, &c.	BENIGATA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 17th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	k.w.	Schulke	HAMBURG-AMERIKA LINIE	On 28th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	EFELIA	Ger. str.	k.w.	Ehlers	HAMBURG-AMERIKA LINIE	On 9th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Luning	HAMBURG-AMERIKA LINIE	On 23rd Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	RYNANIA	Ger. str.	k.w.	Förck	HAMBURG-AMERIKA LINIE	On 6th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	W. Dehnen	HAMBURG-AMERIKA LINIE	On 20th Sept.
COLOMBO, SINGAPORE, SINGAPORE, COLOMBO	MONTECATI	Nor. str.	1	Tommasovich	MICHELSEN & CO.	Quick despatch.
TRIESTE, &c. VIA SINGAPORE, &c.	CHINA	Aus. str.	1		SANDER, WIELE & CO.	On 29th inst., p.m.
GENOA, MARSEILLES & LIVERPOOL	TELMACHUS	Brit. str.	1		BUTTERFIELD & SWIRE	On 29th inst.
GENOA, MARSEILLES & LIVERPOOL	STANTON	Brit. str.	1		BUTTERFIELD & SWIRE	On 29th Aug.
NEW YORK VIA PORTS & SUEZ CANAL	AFRICAN PRINCE	Am. str.	1	MacFarlane	ARNHOLD, KARBURG & CO.	About 12th inst.
NEW YORK VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	1		STANDARD OIL CO.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	VERNA	Ger. str.	1	Debrone	CARLOWITZ & CO.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAWADI	Brit. str.	1		SHEWAN, TOMES & CO.	On 31st inst.
NEW YORK VIA PORTS & SUEZ CANAL	ET. HUGO	Brit. str.	1		DODWELL & CO., LD.	About 4th Aug.
NEW YORK VIA PORTS & SUEZ CANAL	YANALIA	Ger. str.	1	Hause	HAMBURG-AMERIKA LINIE	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	2	H. Pylms, R.N.R.	CANADIAN PACIFIC R. CO.	To-morrow.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1	S. Robinson, R.N.R.	CANADIAN PACIFIC R. CO.	On 9th Aug.
VICTORIA (B.C.) & TACOMA VIA JAPAN	PHIADIS	Am. str.	1	F. G. Purington	DODWELL & CO., LIMITED.	To-morrow.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	KERON	Brit. str.	1		BUTTERFIELD & SWIRE	On 17th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	NCANTIA	Ger. str.	1	Brehmer	PORTLAND & ASIATIC S.S. CO.	On 16th inst., at Daylight.
AUSTRALIAN PORTS VIA MANILA, &c.	AUSTRALIAN	Brit. str.	1	McArthur	GIBB, LIVINGSTON & CO.	To-morrow, at Noon.
AUSTRALIAN PORTS	CHINGU	Brit. str.	1	Woltemse	BUTTERFIELD & SWIRE	On 14th inst.
PEINZ WILDEMAR	TAIYUAN	Brit. str.	1		BUTTERFIELD & SWIRE	On 23th inst., at Noon.
TAIYUAN	WOSANG	Brit. str.	1		BUTTERFIELD & SWIRE	On 13th inst.
WOSANG	SHANGHAI	Brit. str.	1		JARDINE, MATHESON & CO.	On 17th inst., at 3 p.m.
SHANGHAI	KWANGLO	Brit. str.	1		BUTTERFIELD & SWIRE	To-day.
SHANGHAI VIA SWATOW	TOKIO	French str.	1	Charbonnel	JARDINE, MATHESON & CO.	To-day, at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	COMMANDEL	Brit. str.	1	G. M. Montford, R.N.R.	MESSAGERIES MARITIMES	About 11th inst.
SHANGHAI	FRIBOJ	Ger. str.	1	A. Hansen	OSAKA SHOSHEN KAISHA	About 12th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	TRIUMPH	Ger. str.	1	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	About 30th inst.
TAMSUI VIA SWATOW & AMOY	PROTEUS	Ger. str.	1	Krabbe	OSAKA SHOSHEN KAISHA	On 18th inst., at 8 a.m.
TAMSUI VIA SWATOW & AMOY	PROMISE	Ger. str.	1	Thorpe	OSAKA SHOSHEN KAISHA	On 23rd inst., at 8 a.m.
AMOY, STRAITS & RANGOON	HINDIA	Brit. str.	1	Swanson	JARDINE, MATHESON & CO.	About 15th inst.
SWATOW, AMOY & FOCHOW	CHILIL	Brit. str.	1	Reich	DOUGLAS LARRAK & CO.	On 18th inst., at Daylight.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	TEAN	Brit. str.	1		BUTTERFIELD & SWIRE	To-day, at 10 a.m.
MANILA	LOONGSANG	Brit. str.	1		BUTTERFIELD & SWIRE	On 13th inst.
MANILA	RUBI	Brit. str.	1		BUTTERFIELD & SWIRE	To-day.
MANILA	ZAFIRO	Brit. str.	1		JARDINE, MATHESON & CO.	On 14th inst., at 4 p.m.
MANILA	SUNOKIANG	Brit. str.	1	A. H. Nottley	SHEWAN, TOMES & CO.	On 15th inst., at Noon.
CEBU & ILOILO	KAIFONG	Brit. str.	1	R. Rodger	SHEWAN, TOMES & CO.	On 22nd inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	1	J. G. Spence	BUTTERFIELD & SWIRE	To-day.
SINGAPORE, SOERABAYA & SAMARANG	HINDANG	Brit. str.	1		DAVID SASSON & CO., LD.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	1		JARDINE, MATHESON & CO.	On 14th inst., at 3 p.m.
BOMBAY VIA SINGAPORE & PENANG	COGLIO	Ital. str.	1		JARDINE, MATHESON & CO.	On 18th inst., at Noon.
BATAVIA, CHERIBON, SAMARANG &c.	TIAMAH	Dut. str.	1	de Brouwe	CARLOWITZ & CO.	To-morrow, at Noon.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

DESTINATION	STEAMERS	TO SAIL	REMARKS
LONDON & ANTWERP	PALMA	About 12th July	Freight only.
VIA MANILA, SINGAPORE, PENANG, COLOMBO, PORT SAID, SUEZ & MARSEILLES	G. W. Cockman, R.N.R.	July	
SHANGHAI	COMMANDEL	About 12th July	Freight and Passage.
	G. M. Montford, R.N.R.	July	
LONDON, &c.	SIMLA	Noon, 15th July	See Special Advertisement.
	C. D. Goldsmith, R.N.R.	July	
LONDON & ANTWERP	JAVA	About 20th July	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	S. Barcham	July	

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 11th July, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON-TOWNSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
PLEIADES	3,753	F. G. Purington	Wednesday, July 12th
SHAWMUT	9,606	E. V. Roberts	Thursday, July 20th
TREMONT	9,606	T. W. Garlick	Tuesday, August 8th

↑ Cargo only.

CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 28th June, 1905.

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING VIA SWATOW	"PROMISE"	About SATURDAY
AND AMOY	THORNTON	15th July
TAMSUI VIA SWATOW	"TRIUMPH"	SUNDAY, 16th July
AND AMOY	H. A. HARALDSEN	at 8 a.m.
SHANGHAI VIA SWATOW	"FRITHJOF"	About THURSDAY
AMOY AND FOCHOW	A. HANSEN	20th July
TAMSUI VIA SWATOW	"PROTEUS"	SUNDAY, 23rd July
AND AMOY	KRABBE	at 8 a.m.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 2, Des Voeux Road Central.
Hongkong, 11th July, 1905.

T. ARIMA, Manager.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks—

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
S.S. "LOTHIAN"	2540	Captain J. C. Williamson	Manila	Sat., 15th July, Noon.
S.S. "INDRAVELLI"	2540	Captain S. Callaghan	Manila	Sat., 22nd July, Noon.
S.S. "COURTNEY"	2540	Captain J. W. Martin	Manila	Sat., 29th July, Noon.
S.S. "CRANLEY"	2540	Captain W. E. Steele	Manila	Sat., 5th Aug., Noon.
S.S. "KIBAL"	2540	Captain M. Robertson	Manila	Sat., 12th Aug., Noon.
S.S. "ASCOT"	2540	Captain C. E. Cox	Manila	Sat., 19th Aug., Noon.
S.S. "SIKH"	2540	Captain J. Rowley	Manila	Sat., 26th Aug., Noon.
S.S. "INKULA"	2540	Captain Dean	Manila	Sat., 2nd Sept., Noon.
S.S. "KATHERINE PARK"	2540	Captain Copp	Manila	Sat., 9th Sept., Noon.

For Freight, apply to

GIBB, LIVINGSTON & CO.,

AGENTS.

Hongkong, 10th February, 1905.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	A. H. Nottley	Manila	Sat., 15th July, Noon.
ZAFIRO	2540	R. Rodger	Manila	Sat., 22nd July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 9th July, 1905.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)
S.S. "INDRAWADI" ... On 31st July.

For freight and further information apply to
SHEWAN, TOMES & CO.,
GENERAL AGENTS.

Hongkong, 30th June, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
TRAMERS. DESTINATIONS. SAILING DATE.

BRISGAVIA ... HAVRE, ANTWERP & HAMBURG ... On 17th July. Freight.
Capt. Russ (Calling at Singapore, Penang and Colombo)

SITHONIA ... HAVRE, BREMEN and HAMBURG ... On 20th July. Freight.
Capt. Hildebrandt (Calling at Singapore, Penang and Colombo)

ACILIA ... HAVRE and HAMBURG ... On 29th July. Freight.
Capt. Schulte (Calling at Singapore, Penang and Colombo)

SPEZIA ... HAVRE and HAMBURG ... On 9th Aug. Freight.
Capt. Ehlers (Calling at Singapore, Penang and Colombo)

SAMBIA ... HAVRE and HAMBURG ... On 23rd Aug. Freight.
Capt. Luning (Calling at Singapore, Penang and Colombo)

RHENANIA ... HAVRE and HAMBURG ... On 6th Sept. Freight & Passengers.
Capt. Föck (Calling at Singapore, Penang and Colombo)

SCANDIA ... HAVRE and HAMBURG ... On 20th Sept. Freight & Passengers.
Capt. v. Doeber (Calling at Singapore, Penang and Colombo)

VANDALIA ... NEW YORK VIA SUEZ ... About beginning of October. Freight.
Capt. Haase (With liberty to call at the Malabar coast)

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins midships. Lighted throughout by electricity. Duly qualified doctor and stewaresses are carried.
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

12

VESSELS ON THE BERTH

THE AMERICAN & ORIENTAL LINE.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE. OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL...	"KEEMUN"	On 10th July.
GLASGOW AND LIVERPOOL...	"PATROCLUS"	On 14th July.
GLASGOW AND LIVERPOOL...	"PAKLING"	On 18th July.
GLASGOW AND LIVERPOOL...	"ACHILLES"	On 22nd July.
GLASGOW AND LIVERPOOL...	"ANTENOR"	On 26th July.
GLASGOW AND LIVERPOOL...	"MACHAON"	On 30th July.
GLASGOW AND LIVERPOOL...	"ONESTES"	On 3rd August.
GLASGOW AND LIVERPOOL...	"ULYSSES"	On 7th August.
GLASGOW AND LIVERPOOL...	"OOPACK"	On 9th August.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 1st August.
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 28th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.

ND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS	"KEEMUN"	On 17th July.
NAGASAKI, KOBE & YOKOHAMA	"MACHAON"	On 7th August.

WESTWARD.

FROM	STEAMERS	TO SAIL
COMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TELEMACHUS"	On 15th July.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [9-10]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOSHING"	On 11th July.
IOLOLO	"SUNGKIANG"	On 11th July.
MANILA	"TEAN"	On 11th July.
SWATOW, WEIHAUW, CHEFOO and TIENTSIN	"CHIEH"	On 13th July.
CHEFOO and NEWCHOWANG MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"HUPEH"	On 13th July.
CEBU and IOLOLO	"KAIFONG"	On 14th July.
KOBE	"TAIYUAN"	On 15th July.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 11th July, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SEAT VIA INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NUMANTIA"	4,370	Brouwer	July 16th, 1905.
"ARABIA"	4,463	Metzenthin	August 6th, 1905.
"ARAGONIA"	5,198	Schmidt	August 26th, 1905.
"NICOMEDIA"	4,370	Wagner	September 16th, 1905.

* Through Bills of Lading issued to Pacific Coast Ports and a Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 9th July, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
SAILING DATES.

STEAMERS	WEDNESDAY	19th July
SACHSEN	WEDNESDAY	2nd August
SCHARNHORST	WEDNESDAY	16th August
PRINZ HEINRICH	WEDNESDAY	30th August
PRINZ BITEL FRIEDRICH	WEDNESDAY	13th September
PREUSSEN	WEDNESDAY	27th September
ROON	WEDNESDAY	11th October
BAVERN	WEDNESDAY	25th October
GNEISENAU	WEDNESDAY	8th November
PRINZESS ALICE	WEDNESDAY	22nd November
SACHSEN	WEDNESDAY	6th December
PRINZ REGENT LUITPOLD	WEDNESDAY	20th December
PRINZ HEINRICH	WEDNESDAY	3rd January

ON WEDNESDAY, the 19th day of JULY, 1905, at Noon, the Steamship
"SACHSEN," Captain F. v. Lettow-Petersen, with MALES, PASSENGERS,
SPECIES and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 17th July. Cargo and
Species will be received on Board until 5 P.M., on TUESDAY, the 18th July. Passengers will
be received at the Agency's Office until Noon, on TUESDAY, the 18th July.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHES & CO., AGENTS.

Hongkong, 11th July, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"KWONGSANG"	Tuesday, 11th July, 3 P.M.
MANILA	"LOONGSANG"	Friday, 14th July, 4 P.M.
SINGAPORE, SOERABAYA and SAMARANG	"HINSANG"	Friday, 14th July, 3 P.M.
TIENTSIN	"WOSANG"	Monday, 17th July, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 18th July, Noon.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [18]

Hongkong, 11th July, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TO SAIL
"EMPEROR OF JAPAN," 6,000 Tons Com. H. Pybus, R.N.R.	WEDNESDAY, 12th July.
"EMPEROR OF CHINA," 6,000 Tons Com. R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN," 3,862 Tons Com. S. Robinson, R.N.R.	WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA," 6,000 Tons Com. E. Busham, R.N.R.	WEDNESDAY, 23rd Aug.
"TARTAR," 4,425 Tons Com. W. Davidson, R.N.R.	WEDNESDAY, 13th Sept.

Hongkong to London, 1st Class, via St. Lawrence £30. via New York £32

Intermediate of Steamers, 240. 242

and 1st Class Rail

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the

AMERICAN INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to

VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at

Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent,
9, Padua Street.

[6]

VESSLS ON THE BERTH

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN"

Captain Charnel, will be despatched for the

above ports on or about TUESDAY, 11th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong 5th July, 1905. [2]

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship

"AUSTRALIAN"

Captain McArthur, will be despatched for the

above ports on or about TUESDAY, the 12th July, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A duly qualified Surgeon and Stewardess
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 10th June, 1905. [1483]

EAST ASIATIC COMPANY, LIMITED. COPENHAGEN.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO AND COPENHAGEN.

THE Chartered Norwegian Steamship

"MONTBLANC"

will be ready to load for the above places on or

about THURSDAY, the 20th inst.

For Particulars, apply to

MELCHERS & CO.,
Agents. [1623]

Hongkong, 7th July, 1905.

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR FRIUME AND TRIESTE (DIRECT),
CALLING AT SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN, SUEZ,
AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship

"CHINA"

Captain "omanovich" will be despatched as above

on SATURDAY, the 26th inst., P.M.

This steamer has capital accommodation for
passengers, electric light and carries a doctor.

For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 8th July, 1905. [3]

MAR OF THE SIKIANG OR WEST RIVER.

From Hongkong to Wuchow, F.

Sailing the Ports and Calling Places

Opened for Foreign Trade, 1897.

Published at Daily Press Office.

Price 25 Cents, Cash.

Hongkong, 1st April, 1897.

FURNITURE C. LAZARUS & CO., CALCUTTA.

THE BEST OF NEW IDEAS

AND

THE FINEST REPRODUCTIONS FROM OLD MODELS.

C. LAZARUS & CO., CALCUTTA.

FOR TEXTILE FABRICS,

—WALL-PAPERS,

CARPETS AND FLOOR-CLOTHS.

SEND FOR PRICE LISTS.

1475-4

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HONGKONG HOTEL.

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Dr. T. A. Berryhill

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ham and child

Mr. B. J. Birbeck

Mr. S. Blayney

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Mr. B. K. Blair

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Mrs. R. I. Innes and child

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Mr. J. C. Kerr

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